



Tour of Britain

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All the stages, route & riders

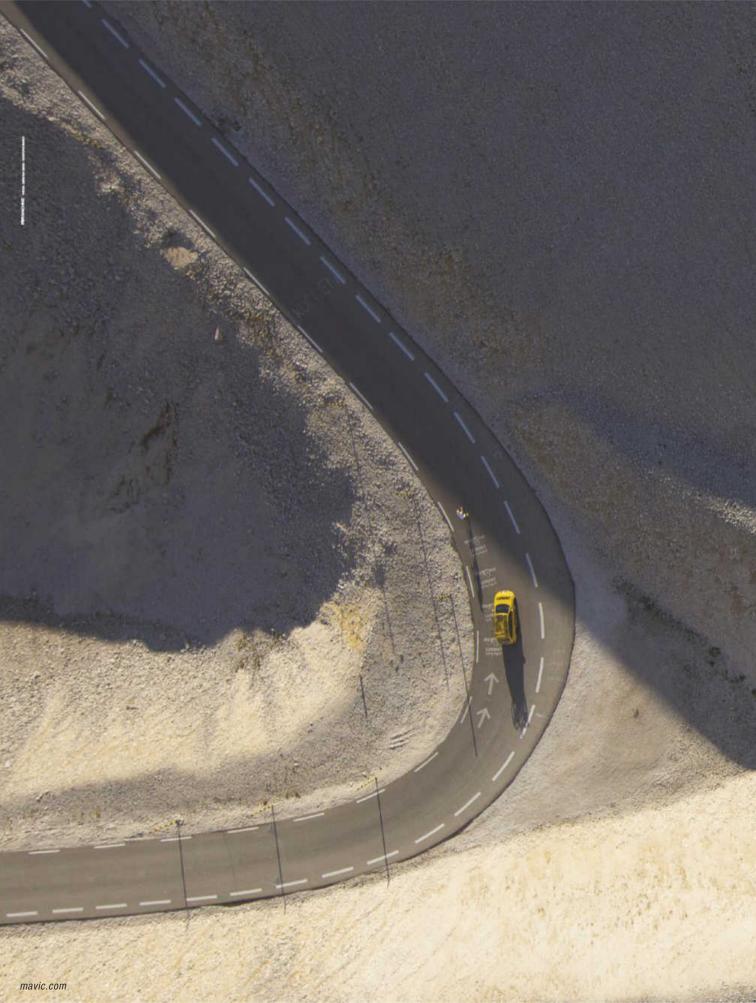
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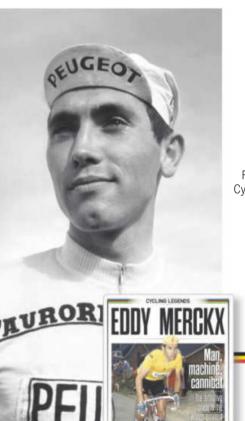
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THIS ISSUE 03/09

Britain at its best

he Tour of Britain start list may not have the star-studded feel of the Vuelta's line-up this year, but I reckon British cycling fans will put the Spanish fans to shame when it comes to roadside support. Every year we watch our national stage race in wide-eyed amazement at the size of the crowds as you turn out in your thousands for each and every stage. It's an amazing spectacle, and it makes the race more attractive for the riders.

This year the Vuelta may have attracted a lot of the big names, but the Tour of Britain remains a favourite for those riders looking to the World Championships, which start one week after the final stage in London. Eight days of tough competition - small teams of six, no radio contact with support cars and a brilliantly varied route has turned Britain's biggest race into the perfect Worlds build-up.

Last year both Michal Kwiatkowski and Sir Bradley Wiggins used the race to fine-tune their form ahead of their titlewinning rides. The roads of Britain won't play host to the world TT champion elect this year, but if Richmond's course is one for the sprinters, then the form of André Greipel and Mark Cavendish will be fascinating



Simon Richardson. **Acting editor**



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eter Sagan was the latest highprofile casualty of a dramatic Vuelta a España last week as the Slovak quit the race following a crash involving an in-race motorbike.

Sagan was hit from behind by a neutral service motorbike in the closing kilometres of Saturday's eighth stage. The 25-year-old, who was wearing the green jersey of points leader, tumbled head over heels before venting his anger at race officials, punching an official car and kicking his bike.

He remounted and finished the stage; however, he withdrew from the race that evening with bruising and burns. His Tinkoff-Saxo team later announced they were considering legal action. "I find it unacceptable that a motorbike tries to weave its way into the group at such high speed," said Sagan. "They accelerate and try to sneak in when they see an empty space. However, they don't take into consideration that a rider might fall in front of them or change direction. They go extremely fast and the difference of speed compared to the riders is enormous.

"Last but not least, I go back to the team hotel and I read I was fined 300 [Swiss] francs for insults and threats as well as behaviour that damages the image of cycling. I will, obviously, pay it, but I consider it unjust."

Shimano, whose branding was on the offending motorbike, issued a statement following the incident claiming that the driver was provided by the Vuelta organisation and was "not part of the Shimano neutral support team".

Down and out

After Vincenzo Nibali's disqualification from the race for holding onto a team car on stage two, the race lost another favourite when Tejay van Garderen (BMC) suffered a broken shoulder in an earlier crash on stage eight.

The incident also brought down Dan Martin (Cannondale-Garmin), Nacer Bouhanni (Cofidis) and Jasper



Stuyven (Trek), who went on to win the stage with a broken wrist before abandoning. Lotto-Soudal's Kris Boeckmans was placed in an induced coma due to head injuries sustained in the fall; at the time of going to press, the 28-year-old Belgian was in a stable condition in hospital after scans revealed no brain injuries.

After a quiet opening week, Chris Froome (Team Sky) put himself back in contention for the overall Vuelta crown with second place on the stage nine summit finish at Cumbre del Sol.

However, the Tour de France winner couldn't compete with the revelation of this year's race, Tom Dumoulin.

Giant-Alpecin's 25-year-old Dutchman overtook Froome to take a solo stage win on the steep final climb to wrestle the race leader's red jersey from Esteban Chaves (Orica-GreenEdge) heading into the first rest day.

MY VIEW...

Richard Abraham

Cycling Weekly news writer

This Vuelta is turning into a race for young talent. By the first rest day, eight of the nine individual stages had been won by riders aged 26 and under.

Armitstead retains World Cup title

Lizzie Armitstead secured her second successive World Cup title last Saturday, winning the final race of the series, the GP Plouay Bretagne. In so doing the Olympic silver medallist equalled Nicole Cooke, becoming only the second British woman to win the title twice. The 26-year-old Boels-Dolmans rider finished a tactical, aggressive race by sprinting clear of her rivals for her third victory of the competition.

Armitstead took to the start trailing her main rival Anna van der Breggen (Rabo-Liv) by 21 points. Indeed, had the Dutch rider finished second it would have been her wearing the winner's jersey. However, Armitstead's win and van der Breggen's sixth place ensured it was the Briton who took the plaudits.

"I'm so relieved," she told *Cycling* Weekly. "I was the strongest by a long way today and I just had to remain patient, which I struggled with. I couldn't have won it without a fantastic team. I feel really proud.

"I wasn't focused on the overall; I knew that would come if I had good races. I set Plouay as a target and it's in the bag — it's so good."

Despite her winning margin being less than it was in 2014, this season has brought Armitstead three wins, two more than in 2014, once again confirming her as the dominant force in one-day races.

Armitstead is unlikely to race again before the World Championships in Richmond, Virginia, at the end of the month, and it remains to be seen whether she can hold her form until then. The signs are good, however, she said: "I haven't even started sprint training yet, so if I can sprint like that off the back of an endurance block, I'm really happy."

Alexander Kristoff (Katusha) won the men's race on Sunday, ahead of Simone Ponzi (Southeast) and Ramunas Navardauskas (Cannondale-Garmin) to take his 20th win of 2015.

Wireless groupset on sale in 2016

fter a couple of years of speculation and months of pro testing by the Ag2r-La Mondiale squad, SRAM has unleashed its new wireless electronic groupset, SRAM Red eTap, to the public. Unveiled at the Eurobike trade show in Germany last week, it should be in the shops early next year.

The system uses a secure wireless protocol called Airea to communicate between components, generating an encryption code during set-up to ensure the groupset cannot be hacked.

"When we looked at developing our first electronic groupset we knew we had to eliminate the wires," SRAM product manager Brad Menna told *Cycling Weekly*. "Being wireless we are able to do different things with the shift logic and put batteries on the components."

Consequently Red eTap has completely dispensed with SRAM's trademark DoubleTap shifting system and replaced it with an action SRAM says is more intuitive than that used by any other groupset on the market.

To shift up at the rear you press the paddle behind the right brake lever, and shift down using the using the left paddle. To shift using the front derailleur you press both paddles, with the system detecting which ring you are in and shifting in the correct direction.

The derailleurs are powered by rechargeable battery packs, while the shifters use CR2032 watch type batteries. SRAM claims that the rear derailleur, the hardest-working component, will last 1,000km on a charge.

Pricing is set at £2,059 for the entire system, although you can just buy the electronic items for £1,180 if you want to upgrade your existing SRAM Red mechanical groupset.

Best new bikes and kit from Eurobike in next week's CW.





"My only form of buoyancy was 30 metres away and travelling closer to the sandy stuff with every passing moment"

ith just a couple of days of my summer holiday left in France, I had what I can only describe as 'one of those moments'. I can laugh about it now, but at the time grinning from ear to ear was not at all on the agenda.

You see, in my column a couple of weeks back, I mentioned my quality Campag spanners, and the fact that they were so well made for the job they were designed for. Well, recently I purchased a surfboard for the kids to use in the small waves when the sea was calm.

It, like my spanners, works very well indeed for the job it was designed for. But like a novice surfer paddling out into a big swell, what do you think would happen if I took my cycle tool kit and tried to service a London bus? I'm guessing it wouldn't work too well.

So the day I decided to take the beginner board out into an eight-foot swell, I guess I was asking a lot of my equipment. The paddle out started off very well indeed. I waited, picked my moment, and entered the water.

I got out most of the way between the sets and at that point was feeling pretty smug. I was around 150 metres out from the beach when the next big wave came. I knew it was going to hit me, so I let the board go and dived down under the water.

And then the 'moment' happened. When the wave hit me, the leash that was holding the seven-foot piece of foam to my ankle should have gone tight as the board was pulled away from me. But it didn't. The force of the impact snapped it. As I surfaced, all I could see was my only form of buoyancy 30 metres away and travelling closer to the sandy stuff with every passing moment. I didn't panic, much! I couldn't afford to. I just put my hand in the air and let my father-in-law do all the stressing as he ran along the beach from his vantage point to the lifeguard hut.

Within a few minutes a young lad paddled out on his board, picked me up and paddled us both back. It could, however, have been a different story. I got off lightly, unlike my wallet.

The next day I was in the surf shop buying myself a quality leash. So whatever it is you're asking of your cycling kit, please make sure it's up to the job for the rides you're doing.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor



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Snowdon Sports

he changing of the guard in domestic time trials continues, with Richard Bussell taking Sunday's men's 10-mile title on his National Championship debut.

The 26-year-old Stourbridge postman, who ruptured his spleen in a riding accident at the end of March, upset all the top seeded riders to claim victory on a wet Cloudesley Bush course, on the borders of Warwickshire and Leicestershire.

Off seventh from the end, Bussell (RST Sport/Aero-Coach) came home in 19.36, which proved five seconds too good for second-placed Matt Clinton (Mike Vaughan Cycles), with defending champion Matt Bottrill (drag2zero. com) four seconds further down in third.

Ryan Perry (Langdale Lightweights RT), the 25-mile champion, was five seconds up on Bussell at the halfway point, at 9.51 to 9.56, but his challenge was ended by an unshipped chain.

Bussell — taking the envelope as fastest postman from Bottrill —

surpassed his own expectations. "I thought I would do a good ride, but I was really hoping for a top 10 and to be first is quite a big surprise, to be honest," said Bussell, who is a second-category roadman and finished fourth in the Severn Valley road race last month.

"I had six weeks off my bike after the accident, and perhaps the rest did me good."

Riding for fun

Bussell began cycling "just for exercise" some five years ago and began competing in 2012.

"I didn't do any sport at all before that," he explained. "I've got no big ambitions, I just want to see how far I can take it — I enjoy training, it's a good hobby, and if I do well it's a bonus.

"I commute to work by bike, it's just under 10 miles each way, and I'm finished by early afternoon so I'm always out on my bike."

Second-placed Clinton achieved his first aim of beating Bottrill, and although it didn't bring the title, it was his first championship 10 medal. "I had shingles earlier in the year, which put me back quite a way," he said, "and this makes up for the 25 when I went off course."

The 2014 champion Bottrill said: "I couldn't have done any more today. Eventually you are all going to get beaten, and the nearer you get to 40, the harder it gets in these short-distance events at this level."

Ed Bradbury (NFTO Racing) was the only other rider inside 20 minutes with 19.50 for fourth place in the event, which was staged by the Hinckley CRC.

Cycling Weekly news writer

It's all change within the men's time trialling scene: Richard Bussell's surprise National 10 victory and Ryan Perry's brilliant win at last month's 25 suggests the start of an exciting new era for the discipline.



To do this week...

Ride

Pedal for Scotland, September 5-13

This national event has various rides up and down Scotland, with the standout being the 110-mile route from Glasgow to Edinburgh this Sunday, September 6,

route from Glasgow to Edinburgh this Sunday, September 6, beginning at 6.45am on Glasgow Green. 11,000 people are expected to ride across both weekends. Entry for all events is available on the day. www.pedalforscotland.org



Autumn Twilight Series race one, York, September 8

The popularity of evening racing in the spring has prompted Yh Training-Scarborough RC to run a succession of four evening races this autumn, on the closed circuit at York Sport. "We're a new club, run by people who enjoy racing and we want to put something back into the sport," organiser Gavin Williams said. Entry online and on the day. po.st/YorkTwilight



Tickets for National Track Championships, Manchester, September 25-27

Held across six sessions at the Manchester velodrome, there will be a star-studded line-up trying to earn the red. white and blue jerseys while priming themselves for Olympic selection. Sir Bradley Wiggins is riding in the individual pursuit and Becky James continues her comeback in the women's sprints. Tickets from £7 per adult per session. www.ticketmaster. co.uk/britishcycling





Save Preston Park Cycle Track Ride, Brighton, September 5, 10am

The world's second oldest cycle track, Preston Park, needs £300,000 to refurbish its perimeter fencing and allow competitive racing to return. Join the Save Preston Park Cycle Track campaigners in cycling 2.8 miles from the Brighton Wheel to the track this Saturday, to raise awareness of the funds needed. **po.st/PrestonPark**



"We've deliberately made stage six a very hard one to keep the race exciting for everybody"

here's a question that I've been asked a few times before: do I ever get to enjoy the Tour of Britain? Being a race director involves plenty of work and long days, but the honest answer is yes, I do enjoy it.

When I see everything coming together — from how the race looks on television, to experiencing the sarcasm and humour among our crew — it's an immensely satisfying thing.

Staging the race has become an event in itself: plans are drawn up with military precision these days. Around 500 people will be travelling around Britain next week to put this race on, from people working at the stage starts and finish to those who assist at our YodelDirect Sprints and Skoda King of the Mountains climbs. Many are often up and working at 4am come rain or shine, after getting a few hours' sleep; their attitude and enthusiasm is a part of the race very few will see.

We introduced prizes for the crews last year, awards like the best crew, best team and cleanest car, as voted for by the staff themselves. I love that type of thing. We've also got a Mug of the Day prize, just to keep people on their toes!

The racing this year should be just as much fun. I think MTN-Qhubeka are the stand-out team for me; with riders like Edvald Boasson Hagen and Serge Pauwels, they've got to be watched closely. BMC's Taylor Phinney has exceptional form, there's the sprint battle between Mark Cavendish and André Greipel, and somebody with the all-round talent of Zdenek Stybar has to be an outside bet for the win.

Stage two between Clitheroe and Colne should be fascinating: it will be the first test of the riders, as it's up and down all day. That's not an easy stage by any means. Then there's the Stoke to Nottingham stage on day six: we've deliberately put such a hard stage into the race at that point to keep it exciting.

Before we know it, we'll be in London for the final stage. We're using a new, shorter but no less iconic circuit centred around Piccadilly Circus for this year's finale. It's more like the criterium circuits that the British domestic riders are used to, so perhaps one of them will take the victory. That's something that has never happened in the modern version of the Tour of Britain — it wouldn't be a bad way for the race to end!

Mick Bennett is the race director of the Aviva Tour of Britain and double Olympic bronze medallist in the team pursuit



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James Shaw, 19

Lotto-Soudal U23, Blauberg, **Belgium**

Where are you? Antwerp is one way and Brussels is the other. If we go east, there's a few rolling climbs, while around Antwerp is pan-flat canals. As much as I can, I drive to the Ardennes 70km away and do five-hour rides.

How's the racing? After the first race I was thinking 'what have I let myself in for here?' My confidence took a bit of a wobble but I adapted slowly and found my feet. I've steadily progressed since to get my first top-10.

How's the form? I'm still defining what kind of rider I am. I got in the right crosswind splits at the Olympia's 3M Tour and got in a long breakaway, so maybe I'm a breakaway specialist.

What have you learned?

In the first five races, I learned 50 per cent of what there is to learn. A lot of the time vou don't realise what you have learned until you use it subconsciously. I haven't got my mum and dad to pamper me, so I have to buy my own food, drive myself places and remember everything. How's life? I go to the shops and

there's less choice, less variety. In Asda you can buy anything, even car engine oil. Here I have to go around

three shops just to do a shop. I like going out to Antwerp and Brussels and even going to the local cafe, and chilling with the locals.

What's next? I'm out here for another month. I'm starting to get tired but equally I feel that

there's more power in my legs from some of the big races. I want to finish on a strong point going into next

Brits Abroad Geoghegan Hart excels in USA Pro Challenge

Londoner finishes seventh in high-altitude stage race after skipping Tour de l'Avenir

Nick Bull

espite having distorted power numbers and missing the biggest amateur race in the world, promising British youngster Tao Geoghegan Hart was happy with his continued development at last month's USA Pro Challenge in Colorado.

The 20-year-old from Hackney placed seventh overall and won

the young rider's classification in the seven-day race that mainly takes place at altitude.

"It was a cool experience — for the first six nights, we stayed above 2,000m, and a stage that finished in Aspen never went below 2,800m," he told CW.



LOTTO

SOUDAL

"It makes an incredible difference; your power output is about 25 per cent lower than at sea level, but you're going just

"It's a different element of the sport; this was my first experience of those conditions and it's reassuring to know I can perform in them."

Geoghegan Hart opted against a potential start in the Tour de l'Avenir, the prestigious under-23 race contested by national squads, in favour of riding for his American Axeon team in the horscatégorie elite event in Colorado.

"It's a massive race in



its own right, and it's important for my team and sponsors," he said. "Missing Avenir was not an easy choice, but in hindsight I think it was the right move."

This difficult decision is yet another that Geoghegan Hart has seen validated: he joined his American-based squad (formerly known as Bontrager, and renowned for helping the careers of Alex Dowsett and Taylor Phinney, among others) for 2014, instead of seeking a place on the British Cycling Olympic Academy Programme.

Sky stagiaire

He finished 13th in May's Tour of California and the precursor to the USA Pro Challenge, the Tour of Utah. At the end of July, Team Sky announced he will ride as a stagiaire for them for the final months of the 2015 season, but Geoghegan Hart has yet to make his debut for the British squad.

"I'm not sure what the next few weeks will be like for me yet," he said. "I'm hoping of doing the Tour of Britain again; I enjoyed racing that for the first time last year with the national team."

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Hill-climb champ eyes move up north

South-East traffic a problem for Sennema

usy roads in the South-East have prompted the defending national hill-climb champion to contemplate moving house in order to benefit her training. Maryka Sennema, who lives in Kingston upon Thames, has bemoaned the capital's traffic density, the length of time it takes for her to reach rural roads and the volume of riders on the region's iconic climbs.

The Paceline RT rider told Cycling Weekly: "I've lived here for seven years now and I've noticed the changes in traffic levels. The South-East is too busy; it's not pleasant to ride here. You have to cycle for 30 minutes just to get out of London and through the traffic jams.

"Box Hill is insane now, even on a Monday afternoon. It's great to see more people riding but for me it's too busy," she added.

Sennema is considering a permanent move to hill-laden Lancashire, where the terrain and quieter roads would be conducive to better training and put her within easy reach of more hill-climb events. "There are so many iconic climbs in the north but they're too far to drive to each weekend," she said. "I'd love to live where the roads are quieter."

Sennema will defer the start of her hill-climb season for another two weeks, opting for some lateseason road races instead. The 2013 and 2014 champion will then tackle the Exeter Wheelers hillclimb on Stoke Hill on September 19 and Minehead CC's event on Porlock Hill the following day.

The Devon races are the only two outside of the South-East for Sennema, who is concentrating her training on climbs similar to the mile-long Jackson Bridge, the course for the National Championships on October 25 where she is confident of taking a third consecutive title.

"Five minutes is a VO2 max climb and they are my strength, so Jackson Bridge should suit me," said Sennema. "I find the really short climbs, the two-minute ones, are not my strength."

Season gets underway

Junior Alexander Foster won the opening CTT hill-climb of the season, the Beacon Wheelers event on the 4.5-mile Great Dun Fell, with an impressive time of 24:42.3. Jim Henderson, the five-time national champion between 1998-2001 and in 2003, topped the veterans' category, finishing 67 seconds adrift of Foster.

With the hill-climb season now under way, Cycling Weekly has taken a look at the best events on this year's calendar.

THE CROWD FAVOURITES

■ Sheffrec CC Hill-climb

Monsal Head (OHC/3), October 4

Celebrating its 85th birthday in 2015, Malcolm Elliott's best of 1:14.2 from 1981 still stands as the course record. The top of the climb resembles a temporary bike park, as spectators aplenty test themselves up the 675-yard hill, before watching the experts.

Bec CC Hill-climb

White Lane (GH/31), October 11

Part of the famed South-East double-header along with Catford CC's event on Yorks Hill (see below), this 700-yard climb averages 13 per cent and always boasts sizeable crowds come rain or shine.

THE CHALLENGES

■ Halifax Imperial Wheelers Hill-climb Stocks Lane (V9919), September 26

Returning to the calendar for 2015, the 2008 national champion Matt Clinton highlighted this 900-yard climb, which pushes 30 per cent in places, as "one of the hardest on the calendar".

Lancashire RC Hill-climb

The Rake (L812), October 11

Jack Pullar, who won the men's title on the Rake in 2012, said: "There are handrails for people walking up it, it's that steep, and it's mid-range in length, so it's probably the most painful type."

■ Catford CC Hill-climb

Yorks Hill (GH/32), October 11

Defending women's champion Maryka Sennema (Paceline RT) has highlighted this as a challenge. "It's difficult to pace and too easy to go fast on the shallower gradients. I say every year that I'm going to achieve a good time on it but as yet I just can't conquer it."

THE NATIONALS

■ National Championships promoted by the Yorkshire Cycling Federation

Jackson Bridge (V9912), October 25

Jackson Bridge hosted the Nationals back in 1994, when Jeff Wright inflicted a rare defeat on Stuart Dangerfield. Riders can preview the Championships in the Huddersfield Star Wheelers event on the 0.9-mile course on October 10.



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The 2008 junior British road race champ and Matrix Pro Cycling rider calls time on her career

lympian Lucy Martin announced her retirement from cycling with immediate effect last week. The 25-year-old Matrix Pro Cycling rider started cycling when she was picked up by the British Cycling Talent Team as a teenager, and previously rode for Garmin-Cervélo and Boels-Dolmans. She was 2008 junior British road race champion, and rode in support of former team-mate Lizzie Armitstead in the London 2012 road race. "After seven seasons as an elite rider I have finally realised that this is the time [to retire]," she said. "I am lucky to be in a situation where I have been able to make this decision on my own terms and I am ready to start the next chapter of my life."

American teams get busy with transfers

Cannondale-Garmin's 2016 roster lost one GC duo but gained another last week. Former Giro d'Italia winner Ryder Hesjedal announced that he would join Trek next season. However, Cannondale confirmed the arrival of Europcar's Pierre Rolland, a three-time top-10 Tour de France finisher. Irishman Dan Martin is also leaving Cannondale in 2016, swapping places with Rigoberto Uran at Etixx-Quick Step, while Trek added American BMC rider Peter Stetina for next year.

Video thug detained

A man handed himself into the police last week after a video showing him pushing a female cyclist into oncoming traffic in London went viral. The 33-year-old voluntarily appeared in Bethnal Green police station last Tuesday afternoon, hours after the Metropolitan Police released a video of the incident, which took place on May 1 and was filmed by the rider's helmet camera.

Worlds squads announced

Great Britain last week announced a strong long-list for this month's Road World Championships in Richmond, Virginia (September 19-27). Mark Cavendish, Ben Swift, Geraint Thomas and Adam and Simon Yates are in the running to lead the nine-man squad for the men's road race, for which 13 riders have been long-listed. Lizzie Armitstead headlines the women's list, while national time trial champion Hayley Simmonds could be the first Brit to compete in the women's time trial since 2012.

Dowsett fourth in French TT

Alex Dowsett placed fourth in last Thursday's individual time trial at the Tour du Poitou Charentes, a stage that almost resembled an unofficial Movistar Club Championships. The British champion's team-mates Adriano Malori and Jonathan Castroviejo took the one-two in the 23.2km stage between Monts sur Guesnes and Loudun, with Etixx-Quick Step's Tony Martin in third. Dowsett, who finished 17 seconds behind Malori, took his first pro victory in the race in 2011.

Professor Chris Marshall, 1949-2015

Nick Bull

Members of the Norwood Paragon CC in south London have paid tribute to long-time member and pioneering cancer researcher Chris Marshall, who died on August 8 aged 66.

Marshall spent his working life studying the disease from which he died, however, his refuge away from work was cycling. Clare Isacke, academic dean at the Institute of Cancer Research, recalled to *The Times* how "discussions would often deviate into looking at pictures of bicycles". Club mates also recall that he barely spoke about his occupation when in social circles.

"To us Chris was a bike rider," said Surrey League founder and his Paragon club-mate Keith Butler. "The club had no idea that this quiet, unassuming and talented bike rider was so well known all over the world for his work on cancer."

A regular in club events and Surrey League road races in the late 1980s and early 1990s, Marshall clocked 58.35 over 25 miles in 1988's National Championships near Andover, which he improved to a 56.53 that summer. He was part of the Paragon team that rode a combined distance of 740.09 miles in that year's ECCA 12-hour Championships, breaking a club record that had stood since 1948.

Marshall made important discoveries that have significantly assisted the therapies used to treat cancers. Most notably, he identified the existence of a human oncogene — a normal gene present in each cell that mutates and triggers cancer. He joined the Institute of Cancer Research in London in 1980, and later became its director of research.





THE BIG QUESTION

"Is the WorldTour working? How could it be improved?"

Smaller race squads would change the dynamics of current nine-man team events. The current routine of controlling the peloton would require more creative thinking.

James Baggott

Should give more incentives, such as bonus point for the rider to contest all the three Grand Tours in one season.

Stephen Ng

A season-long competition similar to Formula One. Try and avoid having crossovers with major races. Make the Spring Classics a competition within a competition. World champion is the rider at the end with the most points, thus rewarding the most consistently strong rider through the whole year, instead of a rider who gets lucky in one race.

William Baxter

Introduce promotion and relegation.

Richard Williams

How old are the regulations regarding the in-race fines and when were they set/ last reviewed? For instance, is Vincenzo Nibali, as a top-earning rider, really going to miss a sanction of 200 Swiss francs?

Matt Mason

The UCI's vision of globalising cycling has fallen by the wayside, perhaps since the departure of Pat McQuaid. The WorldTour is hardly a tour of the world, as it's still restricted to Continental Europe, and a few other countries included as a token (e.g. Tour Down Under, Canadian one-day races). The location of races no longer reflects the international make-up of the peloton. Why no British, American or Colombian WorldTour race?

Dave Short

The points structure of the WorldTour



ranking stills seems a bit 'out' to me. Winning a Tour de France stage will net a rider 20 points, whereas placing sixth in the GP Plouay will get you 22 points. And winning the week-long Eneco Tour overall gives you as many points as placing fifth in the three-week Tour de France. Surely that can't be right.

Max Dyer

There are simply too many races in the current WorldTour, and they need to be trimmed back into a more dynamic and clear season-long competition. Perhaps this could coincide with reducing the number of riders that each WorldTour team has to have to help reduce costs.

Graham Carpenter

Bring back the World Cup! The Women's World Cup has continued throughout the men's ProTour and WorldTour era and is none the worse for it. Does anyone

currently care who wins the WorldTour? Yet the Women's World Cup title remains a prestigious target for any rider.

Eileen Jones

There's too much variation between the budgets of the WorldTour teams, making it hard for smaller teams to be competitive against the big-money squads such as Sky, Etixx, BMC and the like. Introduce a pay and budget cap to make things fairer to small teams. And introduce a cap on the number of team vehicles each squad is allowed, too, to ease congestion in the hotel car parks!

Martin Walker

Next week's big question...

What's the best piece of cycling advice you've been given, and by whom?
Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly

Letters

Letter of the week wins a Lazer 02 helmet worth £69.99



Champion service

STAR

I recently obtained a used set of 45mm Fast Forward full carbon F4R wheels. I had not ridden on

tubular tyres before, so did the sensible thing and took the wheels to my local bike shop to have the tyres fitted professionally. After dropping them off I was told, to my delight, that I could have them back the same day.

However, some issues were found; old, uneven glue needed removing on both wheels and the valve extensions I had would not do the job for the tyres I supplied. I went back to the shop, we discussed what was needed and I was asked if I could wait 20 minutes while the wheels were completed. They are magnificent. And, as if it was not brilliant service enough, the work was undertaken by a former national road race champion! I refer to the 1978 champion Phil Corley.

Now I challenge anyone in any other sport to name a former national champion who would undertake such work personally for an overweight yet keen amateur of no particular talent! A very special person and sport, is ours!

Richard Izzard, email

Defying gravity

The hill-climb season is upon us. That time of the year when the anti-gravity specialists delight us with their feats of strength on Britain's steepest gradients. But what exactly is this gravity? Can we look forward to Cycling Weekly's resident scientist explaining this force, which tends to draw all bodies towards the centre of the

earth? Or perhaps Simon Warren, author of the splendid 100 Greatest Cycling Climbs, can explain the nature of this monstrous weight, this drag, which requires we make seven times the effort to overcome.

What exactly is it, and who put it there? No point in asking Doctor Hutch. He once overtook me uphill in a sportive, going so fast it was clear he thought the road was flat. Either that, or he had an anti-gravity drive fitted. Available from your local sci-fi stockist.

Keith Bingham, email

Highlands hard to beat

Regarding your feature on the Lecht climb (*CW* August 13), I was doing national service at RAF Kinloss near Forres in 1953 and cycled to Braemar youth hostel via Tomintoul with two friends. I snapped a Gnutti steel cottered crank on the double chainring side between Cock Bridge and the A93.

At the hostel I managed to remove the crank and rear mech, fitted a rusty single chainset and a 1/8 chain found in the hostel cycle shed; the chain would only ride on the 14-tooth sprocket on the

five-speed screw-on block.

I had to ride back to Kinloss via more main roads to avoid the steep climbs. I remember walking one hill, I was 18 at the time and riding road races mainly in the Inverness area, so was fairly fit.

We had some great rides, down as far as Dunoon, Rannoch, Ullapool and Skye.

I consider the west coast of the Highlands hard to beat.

Trevor Cook, email

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Johnny Helms was Cycling Weekly's resident cartoonist from February 1946 until November 2009.

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26.273



Cycling Weekly ABC. Jan-Dec, 2014 (print & digital)

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SUBSCRIPTION RATES (for 51 issues, including postage) £156.25 inside the UK; £294.90 Europe; USA \$384.20; Rest of World £251.79 Send orders and correspondence to: Oakfield House, 35 Perrymount Road, Haywards Heath, West Sussex RHI6 30H. Cheques payable to Time Inc (UK) Ltd.

BACK ISSUES: John Denton Services, PO Box 772, Peterborough, PE2 6JW Tel: 01733 370 800, www.mags-uk.com/ipc

Cycling Weekly, 0011-4316, is published Weekly by Time Inc (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England The 2015 US annual subscription price is \$348.40. Airrieght and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica (NY 11431. USA. USA. Periodicals postage paid at Jamaica (NY 1143). USA worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Time Inc., Blue Fin Building, 110 Southwark Street, London, SE1 0SU. England Air Business Ltd, acting as our mainting agent.

Cycling Weekly is published every Thursday by Time Inc. (UK) Ltd, Leon House, 233 High Street, Croydon CR9 HZ. Registered at the Post Office as a newspaper. Colour origination: CTT Limited, Units C/O, Sutherland House, Sutherland Road, London E17 680. Printing: Southeraprint (Web Offise) Ltd, 17-21 Factory Road, Upton Industrial Estate, Poole, Dorset BHI65 SXI (CI ol 1020 62 6300 Tta ol 1202 6 434003).

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Tour of Britain ready to roll

A tricky parcours, crowds aplenty and another strong line-up means the national tour's star is still in the ascendant



Six riders to watch

Alex Dowsett (Movistar)

Rode aggressively in last year's race, and was almost rewarded with the overall win. The absence of a time trial stage may see the 26-year-old opt for a similarly combative approach.

Taylor Phinney (BMC Racing)

The charismatic American was on form in August as he returned from injury. Fourth in the Olympic road race in 2012, he can be competitive on the various terrain and roads of this race.



Zdenek Stybar (Etixx-Quick Step)

Winner of a Tour stage in July, the Czech rider makes his Tour of Britain debut this year. He's the perfect foil for team-mate Mark Cavendish on the days likely to finish in small group sprints.



Nick Bull

fter the excitement and unpredictability of last year's race, another eagerly

anticipated Tour of Britain is upon us. The snowball effect that now accompanies the national tour. stemming from Mark Cavendish's successful, last-minute participation in 2011, shows little sign of ending. What's on offer across the eight days that separate Anglesey and London next week should further enhance that, too.

In its continued attempt to promote this race as a viable pre-World

"This is no

2014 reheat

— it should be

an enthralling

week of racing"

Championships event. organiser SweetSpot has opted for a similar menu to 2014's race. Not that this year's is merely reheated leftovers from last September; without an individual time trial, and potentially six days that could significantly affect the general

classification, an enthralling week of racing looks likely.

Furthermore, this year's race addresses the geographical imbalance that saw the 2014 edition venture no further north than Liverpool: stage two is centred around the Ribble Valley and Pendle, stages three and four both take in Scotland, and this year's hill-top finish at Hartside Fell sits in the north Pennines. In previous years, spectators in these parts are known for their support of the race, regardless of the day of the week and however bad the weather.

A field containing the likes of Mark Bradley Wiggins won't deter them from circuit around the capital for the race's final stage on September 13 also looks more fan-friendly than its Victoria Embankment predecessor.

All to play for

Similar to other week-long events, the race's overall title has traditionally been won by either the hot favourite or a complete wild card: Wiggins and Jon Tiernan-Locke (before his name on the roll call had a thick black line struck through it) were favourites, and the likes of 2010 winner Michael Albasini and defending champion Dylan Van Baarle were pre-race outsiders.

> Incumbent world champion Michal Kwiatkowski looked like adding his name to the list of the predicted victors 12 months ago. But after seemingly winning, losing, winning then losing the race in the second half of the 2014 edition, Etixx

team management admitted that the challenging nature of the parcours, combined with six-man teams, meant they were unlikely to target the GC this time around. Their team line-up suggests as much, and the start list hints the battle for the yellow jersey is wide open.

Perhaps the winner will be another Van Baarle type; the Dutchman rode a steady race 12 months ago, before making his bid for glory en route to Brighton. Consistency was the key. Heck, Van Baarle himself may win again — the defending champion will be on the start line. No rider has ever won two editions of the modern tour, let alone back-toback titles: it would take a replica ride, one full of tenacity and tactical nous.

Former winners

2004	Mauricio Ardilla	COL
2005	Nick Nuyens	BEL
2006	Martin Pedersen	DEN
2007	Romain Feillu	FRA
2008	Geoffroy Lequatre	FRA
2009	Edvald Boasson Hagen	NOR
2010	Michael Albasini	SUI
2011	Lars Boom	NED
2012	Nathan Haas	AUS
2013	Bradley Wiggins	GBR
2014	Dylan Van Baarle	NED



TV coverage

ITV4 and British Eurosport will once again show this year's race live. Provisional schedules show that both will broadcast three hours of live coverage daily for stages one to seven, plus the London finale in its entirety, in addition to nightly highlights packages.

Cavendish, André Greipel and Sir turning out in force; the new finishing

André Greipel (Lotto-Soudal)

Greipel returns to the race for the first time since he took three victories in the 2010 edition. Could he win on London's Regent Street less than two months after tasting victory on the Champs-Elysées?



Fdvald Boasson Hagen (MTN-Qhubeka)

Boasson Hagen was dominant in the 2009 race, winning four of the eight stages. His stock may have waned, but he has recently shown he still has the ability to challenge here.



Moreno Hofland (LottoNL-Jumbo)

Ninth in last month's RideLondon-Surrey Classic, Dutch sprinter Hofland won a Tour de Yorkshire stage in May. What are the odds of another victory on British soil next week?



2015 Tour of Britain provisional start list

	nondale-Garmin Charly Wegelius	GARMIN
1	Dylan Van Baarle	NED
2	Alberto Bettiol	ITA
3	Kristjan Koren	SLO
4	Alan Marangoni	ITA
5	Ryan Mullen	IRL
6	Ruben Zepuntke	GER

	Racing Team abio Baldato	BMC
41	Taylor Phinney	USA
42	Floris Gerts	NED
43	Stefan Küng	SUI
44	Dylan Teuns	BEL
45	Danilo Wyss	SUI
46	Rick Zabel	GER

	- Qhubeka Michel Cornelisse	
81	Edvald Boasson Hagen	NOR
82	Gerald Ciolek	GER
83	Tyler Farrar	USA
84	Serge Pauwels	BEL
85	Daniel Teklemhaimanot	ERI
86	Reinardt Janse Van Rensburg	RSA

		To Ste
	r- Quick Step Brian Holm	SEDON A
11	Mark Cavendish	GBR
12	Fernando Gaviria	COL
13	Mark Renshaw	AUS
14	Zdenek Stybar	CZE
15	Matteo Trentin	ITA
16	Petr Vakoc	CZE

	Energy Pro Cycling .uke Roberts	T.
51	Russell Downing	GBR
52	Linus Gerdemann	GER
53	Rasmus Guldhammer	DEN
54	Martin Mortensen	DEN
55	Michael Carbel Svendgaard	DEN
56	Fabian Wegmann	GER

	ison-Genesis Roger Hammond	MADISON GENESIS
91	Mark McNally	GBR
92	Matt Holmes	GBR
93	Mike Northey	NZL
94	Liam Holohan	GBR
95	Tom Scully	NZL
96	Tom Stewart	GBR

	1	ca - Vi
Sky DS: S	Servais Knaven	sky
21	Ben Swift	GBR
22	Andrew Fenn	GBR
23	Sebastian Henao	COL
24	Ian Stannard	GBR
25	Wout Poels	NED
26	Elia Viviani	ITA

	Post-Chain Reaction Kurt Bogaerts	2
61	Joshua Edmondson	GBR
62	Conor Dunne	IRL
63	Aaron Gate	NZL
64	Aidis Kruopis	LTU
65	Xandro Meurisse	BEL
66	Alistair Slater	GBR

_		
Movi DS: A		movistar
101	Alex Dowsett	GBR
102	Ruben Fernandez	ESP
103	Gorka Izagirre	ESP
104	Juan Jose Lobato	ESP
105	Benat Intauxsti	ESP
106	Enrique Sanz Unzue	ESP

		T Jack
	Cycling Rubens Bertogliati	
31	Stef Clement	NED
32	Stefan Denifl	AUT
33	Sondre Holst Enger	NOR
34	Roger Kluge	GER
35	Jarlinson Pantano	COL
36	Jonas Van Genechten	BEL

	(0/2/2)
	SOUDAL
André Greipel	GER
Sean De Bie	BEL
Jens Debusschere	BEL
Pim Ligthart	NED
Marcel Sieberg	GER
Frederik Frison	BEL
	Sean De Bie Jens Debusschere Pim Ligthart Marcel Sieberg

Novo	o Nordisk	Minging 1
DS: \	/assili Davidenko	
111	Javier Megias	ESP
112	Joonas Henttala	FIN
113	David Lozano	ESP
114	Andrea Peron	ITA
115	Charles Planet	FRA
116	Kevin De Mesmaeker	BEL

JLT-Condor DS: John Herety 121 Kristian House 122 **Graham Briggs GBR** 123 Ed Clancy **GBR** 124 **GBR** Mike Cuming 125 **GBR** Richard Handley 126 Tom Moses **GBR**

NFT(Oavid Povall	Aberdeen
161	Steele Von Hoff	AUS
162	Dale Appleby	GBR
163	lan Bibby	GBR
164	Eddie Dunbar	IRL
165	Johnny McEvoy	GBR
166	Rob Partridge	GBR

The jerseys

The Aviva vellow jersey

Like the Tour de France, the rider who completes the course in the shortest time wins a yellow jersey. A change in sponsor from Friends Life to Aviva is the only notable difference from last year. Time bonuses at stage finishes (10, six and four seconds for the first three) and each stage's three sprints (six, four and two) remain. The winner receives £10.500.

2014 winner: Dylan van Baarle

	oNL-Jumbo Nico Verhoeven	
131	Moreno Hofland	NED
132	Koen Bouwman	NED
133	Steven Kruiswijk	NED
134	Barry Markus	NED
135	Bram Tankink	NED
136	Nick van der Liike	NFD

	Pro Cycling Matt Winston	F&F
171	Yanto Barker	GBR
172	Marcin Bialoblocki	POL
173	George Harper	GBR
174	Josh Hunt	GBR
175	Chris Opie	GBR
176	Peter Williams	GBR

	ne Pro Cycling S: Matt Winston		-
171	Yanto Barker	GBR	
172	Marcin Bialoblocki	POL	
173	George Harper	GBR	
174	Josh Hunt	GBR	
175	Chris Opie	GBR	
176	Dotor Williams	CDD	

The Chain **Reaction Cycles** points jersey

Consistency is the key to winning this unmistakable jersey: the first 15 riders across the finish each are awarded points on a 15 down to one basis, and the rider with the most points tops this classification. Last year's winner Michael Kwiatkowski placed in the top eight in six of the race's nine stages.

2014 winner: Michal Kwiatkowski

		100kg
	off-Saxo Vicki Sørensen	off
141	Robert Kiserlovski	CRO
142	Michael Mørkøv	DEN
143	Juraj Sagan	SVK
144	Chris Anker Sørensen	DEN
145	Nikolay Trusov	RUS
146	Antwan Tolhoek	NED

	igh-GAC Cherie Pridham	7
181	Steve Lampier	GBR
182	Karol Domagalski	POL
183	Morgan Kneisky	FRA
184	Andy Hawdon	GBR
185	Evan Oliphant	GBR

186

George Pym

Team Wiggins

The Skoda King of the Mountains jersey

Won by riders from

British domestic squads in three of the last four editions, and likely to be targeted by a handful of such this time around, the winner is the one who amasses the most points across the race's categorised climbs. The tougher the hill (those from stages

one to seven are either first, second or third-category), the more points on offer. 2014 winner: Mark McNally

The Yodel **Direct sprints iersey**

GBR

Each stage of the

race features three intermediate sprints, where points (three, two and one) are awarded to the first three across the line. With the primes often scooped up by breakaways, the rider who accumulates the most points to win the jersey is likely to be one of the most combative in the race. 2014 winner: Sebastian Lander



D2: 3	Simon Cope	
191	Bradley Wiggins	GBR
192	Mark Christian	GBR
193	Jon Dibben	GBR
194	Owain Doull	GBR
195	Chris Lawless	GBR
196	Andy Tennant	GBR

Sunday, Sept 6 Beaumaris to Wrexham **177.7km**

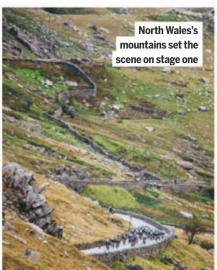
This year's race begins with a stage of firsts: not only is it the first time that the modern race has ever started in Wales, more specifically it is also the first time it has begun off the mainland. Anglesey plays host to the Grand Départ, with stage one beginning outside Beaumaris Castle, which dates back to the 13th century and is a Unesco World Heritage Site.

D:-4	Leading	Foot	CI
Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)
-5.50km	ROLL OUT: Beaumaris, The Green	11:00	11:00
0.0km	START: Beaumaris, B5109	11:15	11:15
57.9km	Llanberis (sprint)	12:29	12:45
66.5km	Pen-y-Pass (KoM cat 1)	12:40	12:59
93.3km	Nant-y-Glyn (KoM cat 2)	13:12	13:38
130.9km	Pentre Llanrhaeadr (sprint)	14:00	14:37
143.6km	Bwlch (KoM cat 2)	14:16	14:57
154.0km	Mold (sprint)	14:30	15:13
177.7km	FINISH: Wrexham, Chester Street	15:00	15:50

The race heads through the heart of Snowdonia, and takes in all six regions of North Wales, before finishing in Wrexham. With the total ascent reaching 3,164m — similar to tackling Alpe d'Huez three times — it's about as far removed as last year's curtain-raiser around Liverpool, and by far the toughest opening stage in the modern race's 11-year history. GC contenders cannot afford to lose time here.

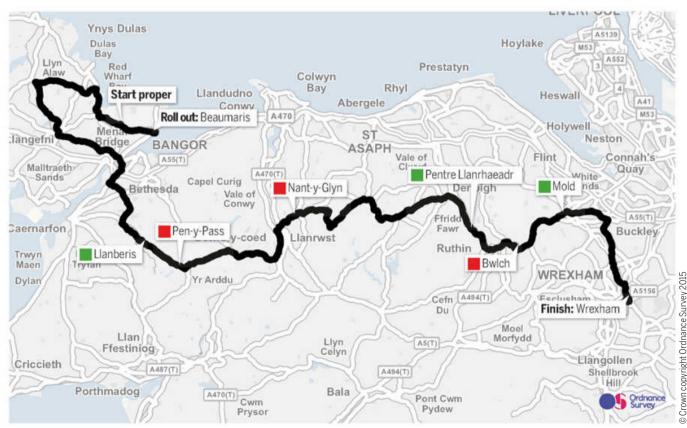
Local fact

The Wrexham Lager Brewery, founded in 1881, was the first of such sites to be built in Britain. It became known for its Pilsner.



to: Gruber image





Monday, Sept 7 Clitheroe to Colne 159.3km

From a distance, stage two's route may look like it's been drawn by a toddler messing about with a crayon, but the 159.3 kilometres across the Ribble Valley and Pendle districts will be anything but child's play. The famed Nick o'Pendle - a regular host of the National-Hill Climb Championships — is tackled almost immediately, setting the tone for

STAGE SCHEDULE			
Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)
-8.90km	ROLL OUT: Clitheroe, Castle Street	11:15	11:15
0.0km	START: Pendleton, Clitheroe Road	11:35	11:35
2.4km	Nick o'Pendle (KoM cat 1)	11:38	11:39
16.9km	Salesbury (sprint)	11:57	12:02
95.2km	Barnoldswick (sprint)	13:37	14:05
104.8km	Bleara Moor (KoM cat 1)	13:50	14:20
123.4km	Pendle Big End (KoM cat 2)	14:14	14:49
132.1km	Clitheroe (sprint)	14:25	15:03
159.3km	FINISH: Colne, Church Street	15:00	15:46

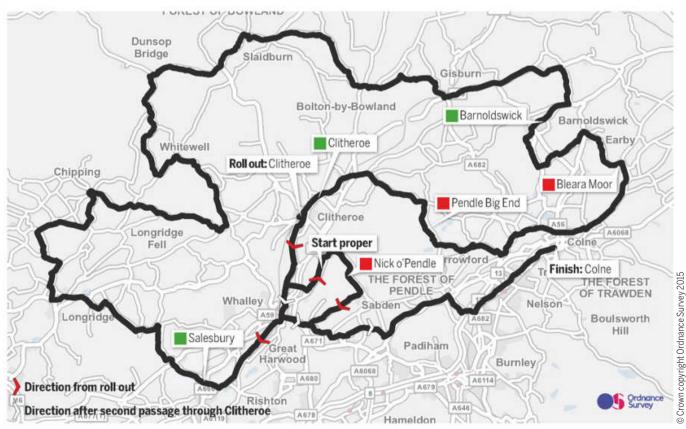
the stage. Twisty and undulating, it's a British version of an Ardennes Classic. and the repetitive climb-descent-climbdescent nature of the stage could play a significant role in shaping the race's final GC. Many of Britain's domestic teams have ridden this stage in training, thus providing them with inside knowledge that the foreign professionals won't have: for example, it's an uphill finish into Colne, which is almost guaranteed to catch somebody out.

Local fact

Barnoldswick is one of the longest UK place names that does not repeat any letters.







Tuesday, Sept 8 Cockermouth to Floors Castle 216km

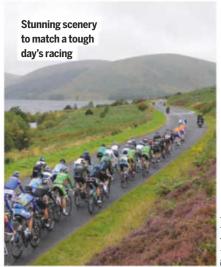
Race director Mick Bennett believes stage three, an west-to-east trek across Cumbria and into Scotland, is the most picturesque of the race. It's not hard to see where he's coming from: the peloton will race parallel with the spectacular Solway Firth in the opening kilometres, and the finish is inside the grounds of Scotland's largest inhabited castle. The

Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)
-7.60km	ROLL OUT: Cockermouth, Main Street	10:15	10:15
0.0km	START: Dereham, A594	10:30	10:30
32.6km	Abbeytown (sprint)	11:11	11:21
62.6km	Carlisle (sprint)	11:50	12:08
116.3km	Newcastleton (sprint)	12:59	13:32
134.3km	Wauchope (KoM cat 2)	13:22	14:00
164.7km	Wilton Hill (KoM cat 2)	14:01	14:48
191.7km	Dingleton Common (KoM cat 2)	14:36	15:31
216.0km	FINISH: Floors Castle	15:07	16:09

first 120 and final 20km scream 'bunch sprint', but the three climbs within 60km, shortly after the race crosses the border for the first time since 2013, should add intrigue to proceedings and could shake up the GC again. Furthermore, the final two kilometres contain a stretch of cobbles, and the entry into the castle grounds is narrow. It's a similar run-in to the opening stage in 2013, which finished at another Scottish castle, Drumlanrig, and culminated in a chaotic sprint.

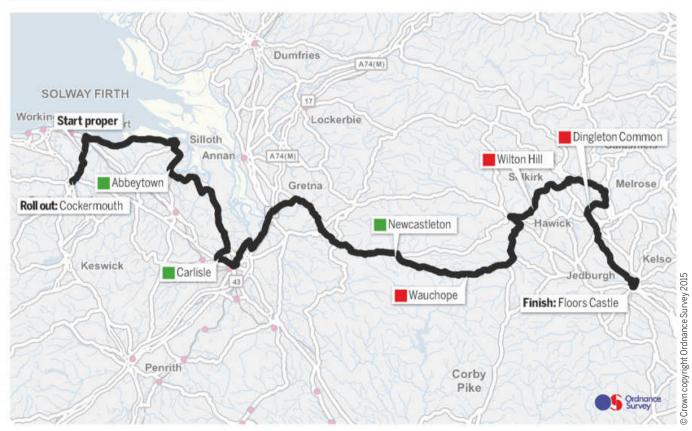
Local fact

The 1754 Marriage Act is the reason for Gretna Green's association with 'runaway marriages'.



hoto: Andy Jones





Wednesday, Sept 9 Edinburgh to Blyth, 217.4km

Edinburgh hosted the final stage of the short-lived PruTour in 1999, but it will only welcome the modern Tour of Britain for the first time on stage four. If prizes were given for the most spectacular neutralised zones this stage would be well decorated: the Palace of Holyrood (the Queen's official residence in Scotland), the Scottish Parliament,

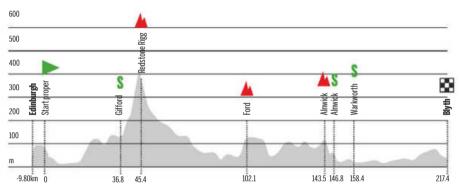
STAGE SCHEDULE				
Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)	
-9.80km	ROLL OUT: Edinburgh, Holyrood Park	10:00	10:00	
0.0km	START: Edinburgh, Milton Road East	10:20	10:20	
36.8km	Gifford (sprint)	11:07	11:17	
45.4km	Redstone Rigg (KoM cat 2)	11:18	11:31	
102.1km	Ford (KoM cat 3)	12:29	12:58	
143.5km	Alnwick (KoM cat 3)	13:22	14:03	
146.8km	Alnwick (sprint)	13:27	14:08	
158.4km	Warkworth (sprint)	13:42	14:26	
217.4km	FINISH: Blyth, Waterloo Road	14:57	15:59	

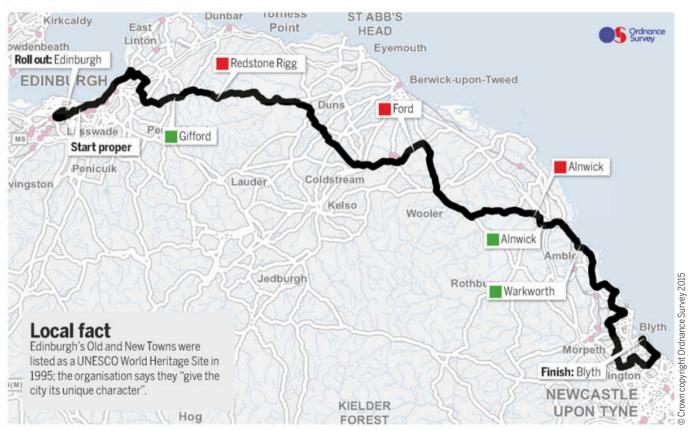
the Royal Mile and Edinburgh Castle all feature before the racing officially begins. The Meadowbank track, not quite as glamorous, but undoubtedly historic, isn't far away, either.

This stage is a long, southerly trek back into England, although the toughest of its three climbs is the first of those, at Redstone Rigg. Wind coming off the North Sea could play a big role in shaping the stage, particularly when the race runs parallel to it following the sprint at Alnwick. The Tour of Britain last visited the North-East in 2009, when Rabobank rider Kai Reus won solo in Gateshead: what price another lone victor in the former coalmining and shipbuilding town of Blyth?



oto: Andy Jones





Thursday, Sept 10 Prudhoe to Hartside Fell 166.4km

Billed as the Queen stage of this year's race, stage five culminates in the Tour's now-annual summit finish, which this time takes place atop Hartside Fell in the North Pennines. The stage shadows the dales for the most part: from its start in Prudhoe, famed for its Grade One listed castle and now a popular commuter town for nearby Newcastle, it heads west

STAGE SCHEDULE				
Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)	
-8.90km	ROLL OUT: Prudhoe, Stonyflat Bank	11:00	11:00	
0.0km	START: Riding Mill, A695	11:20	11:20	
9.6km	Hexham (sprint)	11:32	11:35	
28.9km	Haydon Bridge (KoM cat 1)	11:57	12:05	
67.8km	Brampton (sprint)	12:45	13:05	
85.0km	Croglin (KoM cat 3)	13:08	13:32	
103.0km	Brockleymoor (KoM cat 3)	13:31	14:00	
143.0km	Penrith (sprint)	14:22	15:03	
166.4km	FINISH: Hartside Fell (KoM cat 1)	14:52	15:40	

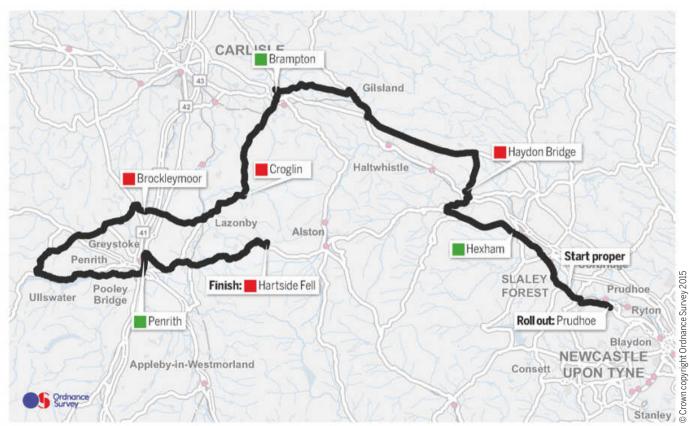
for 60 kilometres before heading south on the outskirts of Carlisle to continue its scenic route to Hartside. The jury's out on how tough the finishing climb will be: although challenging at its base upon leaving the sleepy village of Melmerby, it only gains 400 metres in altitude across its eight-kilometre length. A consistent gradient of around five per cent opens up the list of would-be winners, too. Tailwinds aren't uncommon here, either, which could also impact on the racing.

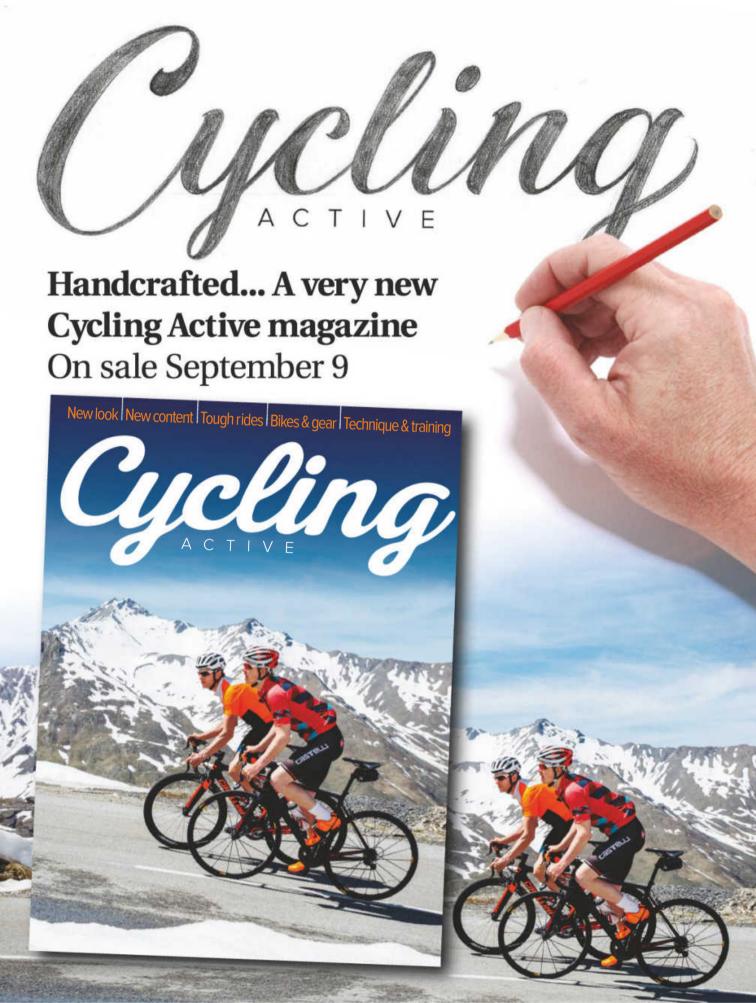
Local fact

Brampton was one of the first 100 towns in the UK to gain Fairtrade City status in 2005. **Summit finishes** always bring out the crowds









Friday, Sept 11 Stoke-on-Trent to Nottingham, 192.7km

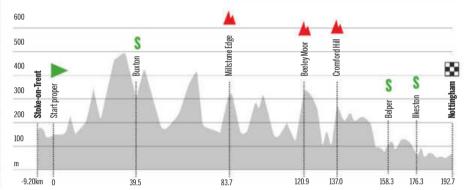
Stoke welcomes the Tour of Britain for the seventh time in eight years on stage six, ahead of what looks well positioned to be the race's most exciting day. The Potteries is where Sky messed up their chances of overall success three years running between 2010 and 2012; Bradley Wiggins memorably turned round on Gun Hill to wait for then team-mate Mark

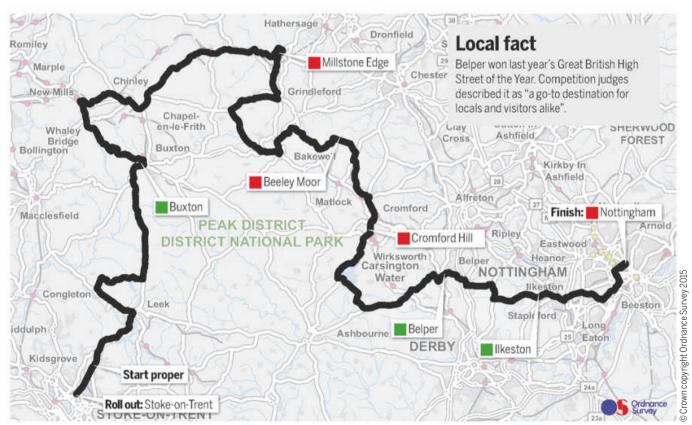
STAGE SCHEDULE				
Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)	
-9.20km	ROLL OUT: Stoke-on-Trent, Town Road	10:30	10:30	
0.0km	START: Baddeley Green, Leek New Road	10:45	10:45	
39.5km	Buxton (sprint)	11:35	11:47	
83.7km	Millstone Edge (KoM Cat 2)	12:32	12:56	
120.9km	Beeley Moor (KoM cat 2)	13:20	13:55	
137.0km	Cromford Hill (KoM cat 2)	13:41	14:20	
158.3km	Belper (sprint)	14:08	14:53	
176.3km	llkeston (sprint)	14:31	15:22	
192.7km	FINISH: Nottingham, Forest Recreation Grd	14:52	15:48	

Cavendish in the latter edition. Surprisingly, given its double-figure maximum percentage gradient, that climb isn't one of the day's three categorised hills. Then again, that's in keeping with this stage: given its up-anddown nature, particularly from when it hits the Peak District, organisers were spoilt for choice in selecting hills that will offer King of the Mountains points.

Famous as the birthplace of Raleigh, the modern Tour has finished in Nottingham twice. Tom Boonen is one of those riders to triumph in the city. following a bunch sprint in 2004. The final kilometres are notably easier than what goes before, but the GC should have its last real shake-up here.







Stage 7

Saturday, Sept 12 Fakenham to Ipswich 227.1km

Norfolk and Suffolk return to the Tour of Britain after a three-year absence to host the first stage of this year's race that truly looks conducive to a bunch sprint. Fakenham Racecourse follows in the footsteps of its Epsom equivalent from 2013 by hosting the stage start, before riders take in many roads used in the race's previous forays into East Anglia.

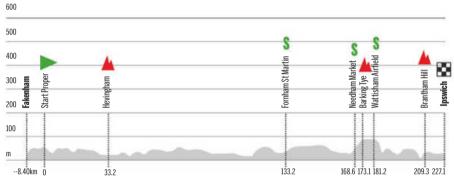
Distance	Location	Fast schedule (46kph)	Slow schedule (38kph)
-8.40km	ROLL OUT: Fakenham Racecourse	10:00	10:00
0.0km	START: Guist, A1067	10:15	10:15
33.2km	Hevingham (KoM cat 3)	10:57	11:07
133.2km	Fornham St Martin (sprint)	13:06	13:44
168.6km	Needham Market (sprint)	13:51	14:39
173.1km	Barking Tye (KoM cat 3)	13:57	14:46
181.2km	Wattisham Airfield (sprint)	14:07	14:59
209.3km	Brantham Hill (KoM cat 3)	14:43	15:43
227.1km	FINISH: Ipswich, Princes Street	15:06	16:11

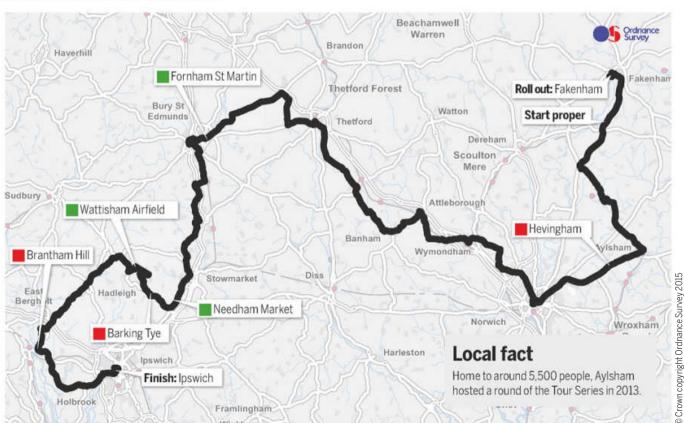
The highlight of the stage — the longest of the race - should be the intermediate sprint along the 2.4km runway of the Wattisham Airfield, the biggest centralised operational army airfield in the UK and home to the UK's Army Air Corps Apache Helicopter Force. Because it is an operational military airfield, the general public will not be allowed in to watch the action pass through, but it should lend itself well to television.

Despite the terrain, and a largely straightforward run-in to Ipswich's Princes Street, a breakaway could well thwart the sprinters' hopes of glory here, just as they did in a similar stage to nearby Sandringham in 2011.



hoto: Graham Watson





Stage 8

Sunday, September 13 London 86.8km

Work to build London's segregated Cycle Superhighways has, somewhat ironically, heavily impacted on the Tour of Britain's ceremonial final stage around the capital. With the Victoria Embankment this year unable to accommodate the peloton, the race organisers have had to find an alternative circuit to use for stage eight of the 2015 race. As it's turned out, the new route may actually be better than the course used in previous years.

Starting and finishing on Regent Street, the 6.2km circuit takes in many of the major landmarks: Piccadilly Circus,

STAGE SCHEDULE Location Distance Fast Slow schedule schedule (46kph) (38kph) 0km START: London, Regent Street 15.54 15.59 18.6km London, Regent Street (sprint) 37.2km London, Regent Street (sprint) 16:19 16:29 55.8km London, Regent Street (sprint) 16:43 16:58 86.8km 17:23 17:47 FINISH: London, Regent Street

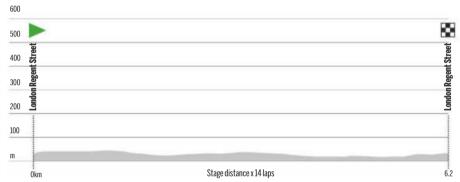
Haymarket, Pall Mall, Trafalgar Square, the Strand and Whitehall.

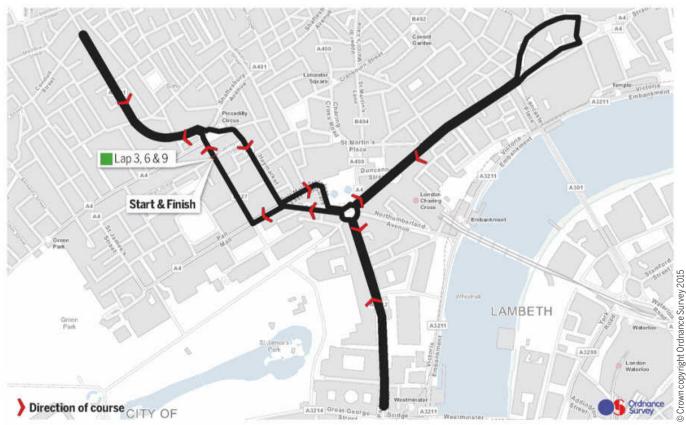
The circuit's two dead turns near the Houses of Parliament and towards the top of Regent Street will take their toll after 14 laps, but anything other than a sprint finish and a processional end to the race for the overall winner will be a surprise to everyone.

Local fact

Piccadilly Circus's famed illuminated signs have been a feature of the busy junction since 1908. Hyundai has paid a reported £2.3 million per year since 2011 to advertise there.









TECH

Do you need deep-section wheels?

Are deep-section wheels just for hardcore racers, or do they offer performance benefits to all types of cyclist, asks *Marc Abbott*

ime trials, criteriums, club road races, even sportives, in all manner of events, we've seen deep-section rims — from the ranks of the WorldTour peloton to recreational riders on the local club run. But what advantages do they offer in the real world? More importantly, is there a universal benefit for all of us?

"Generally, deep-section wheels offer significant aero drag benefits over traditional shallow rims so that a rider can go faster for the same effort, or the same speed for less effort," says Chris Yu, Specialized's head of aero and tech.

His thoughts are echoed by Kevin Quan, director of engineering at wheel firm Knight Composites, who explains: "Deeper wheels experience less drag. For instance, a 95mm-deep rim could save a rider up to 35 watts versus a box rim in a 40km time trial.

All good, then — it sounds like a no-brainer. Except, Quan then adds a

warning: "The disadvantage is the added side-forces, which demand additional bike-handling skills."

Yu's take on the potential drawbacks follow similar lines. "With deeper wheels, some riders may feel susceptible to crosswinds, since they will generate more side-force than a shallow wheel," he says. "Deeper wheels are also heavier than shallower wheels. Plus, due to the fact that deep wheels are almost always of carbon construction, they tend to be much more expensive than a traditional shallow alloy rim, which obviously makes them costly to replace in the event of an accident."

Crashes aside, wheels take the brunt of any impacts when riding on rough roads. And with fewer spokes, as is often the case with aero wheels, they can be harder to straighten if they go out of true.

In at the deep end

With the pros and cons understood, the

key now is getting to grips with the ideal time to use a deep-section rim.

Yu suggests: "In any discipline where speed is a priority, a deep-section wheel would be beneficial. This includes time trials, crits and road races, even ones with moderate climbing."

By the same token, if you're targeting a 100-mile sportive, and the course profile is flat, you might also benefit.

Quan adds: "Of course, the time trial is the natural discipline for a deep-section rim, but riders may also benefit with deeper rims in a criterium.







Kevin QuanDirector of engineering,
Knight Composites

"Deep-section wheels experience less drag when the wind blows from any angle besides head-on.

less drag when the wind blows from any angle besides head-on. I recommend regular practice on deep-section wheels in varying conditions. With practice, most amateurs should be able to handle 65mm-deep wheels with ease. Serious competitors should be able to handle 95mm wheels and full discs with just a few months' experience."





Chris Yu

Aero and racing R&D lead, Specialized "It depends on the type of terrain. For riders who tackle mixed terrain and do an

occasional hill-climb or spend their time climbing mountains, having a lightweight, shallow-section wheelset would be a better option. Also, deeper wheels are heavier and tend to be more expensive. However, for someone who almost always rides on rolling or flat terrain, or where speed is a priority, deep-section wheels would be beneficial."



This is because deeper rims are also much stiffer than shallower ones."

So are we essentially looking at a wheel that only suits racers? "If a rider is comfortable handling deep wheels in everyday conditions — namely exposure to crosswinds — there's no reason why they couldn't be used for everything from racing and organised rides to training."

But how deep is too deep? Both our experts agree that there's no need to go much deeper than 60mm. For a criterium, Quan reckons: "I would suggest a 35mm or even a 65mm-deep rim, depending how close the overall frame weight is to the race minimum."

"Crucially, this really depends on the type of terrain your riding takes place on," says Yu. "But generally a good all-around rim depth is in the neighbourhood of 60mm. This depth is enough to reap the majority of aero benefit while still maintaining reasonable weight, stability, and ride feel."

There is one place where they won't help, though; Yu points out that

a deep-section rim isn't going to be much use to you if you're planning a weekend in the Alps. "For riders who tackle mixed terrain or climbing, having lighter, shallow wheels would probably be a better option," he advises.

OUR TAKE

As with so many advances in the world of cycling tech, deep-section wheels won't help everyone, despite the compelling evidence supporting their effectiveness. Yes, if you're regularly racing in TTs, are watts-obsessed or are starting out in circuit racing, and — crucially — you can afford them, then dive in. If you derive your cycling thrills from riding up mountains, or you simply don't have the disposable income to splash out on a second set of wheels, don't panic — we reckon you'll be just fine.



Giro Empire VR90 shoes

With the cyclo-cross season around the corner, we've got in Giro's top treaded shoes. There's a full carbon sole with Vibram treads, an adjustable footbed and a lightweight lace-up synthetic upper which should not wet out — useful once things get muddy. £219.99

www.zyro.co.uk Report November

Schwalbe One tubular tyre

We've tested the One tubeless clincher and it's now been joined by the One tubular. Handmade in Germany, it has a diamond tread pattern and comes in four widths between time trial skinny and Paris-Roubaix wide. We'll be testing the 26mm version. £79.99

www.schwalbe.com Report October

Brooks Hackney backpack

This retro take on the commuter backpack comes with webbing shoulder straps and is made of a hessianlook fabric with leather fastenings. Despite looking as if it was made in the



1920s, it's a modern design made with water resistant fabric and with room for your laptop and a volume of 30 litres.

£150 www.brooksengland.com Report September

Fizik Arione 00 saddle £299

The 00 is the flagship saddle in the Italian brand's Arione range. My initial thought was that this stripped down, minimalist version would be less comfortable than others in the range, but I was wrong. The Arione 00 is every bit as comfortable as the R1 and R3.

To save weight, the 00 doesn't feature the integrated clip system found on other saddles in the Fizik range, but this perch is a performance-first design for those racing or hill-climbing and wanting to save precious grams. This is an elegant and stunning object that sits on your bike like a cherry on top of a cake. Those that can afford £300 for a saddle won't be disappointed.

Oliver Bridgewood

138g www.extrauk.co.uk



Muc-Off's bottle comes in the company's signature pink, the same colour as its bike cleaner and many of its other products. It's an Elite water bottle and so is dishwasher safe, and comes with Elite's pop-off safety top which snaps apart if the bottle is dropped, so that it is less likely to cause an accident. It's comfortable to hold, has a 550ml capacity and comes with volume markings up the side and a pink rubber pull-up nozzle that is easy to open and close while on the go. With a wide mouth, it's easy to fill with liquid or powder and once you're finished with the bottle it's completely biodegradable. Just be sure not to get it confused with your Muc-Off cleaning products.

Paul Norman **90**g

www.muc-off.com



Available in several colours to match your bike, this chain is aiming for those looking for the finishing touch to a bling ride. DLC stands for 'Diamond Like Coating', a hard coating KMC applies to the chain to reduce abrasion and wear. This chain has seen over 2,000km of use, and with regular cleaning, is still working perfectly and is not stretched according to my chain checker, although some of the coloured paint has worn off. A matching quick link is included.

I tested this chain with a Shimano Di2 drivetrain and the shifting performance was superb. Was the performance better than a Shimano chain? Not noticeably so, but it is slightly lighter and certainly looked cooler. There is no escaping the price, though.

Oliver Bridgewood

240g (116 links) www.chickencycles.co.uk



Carbon rails save weight



Product of the week

No, that weight isn't a typo, these really are a set of mid-range wheels that come in at under 1,400g (including skewers) for the pair.

This means that the Forgiattos are pretty nifty in the hills, and swapping a pair of heavier but similarly priced wheels for these, really helped with acceleration on steep gradients.

Surprisingly, this low price and low weight didn't translate to a fragile, flexy wheel. Stiffness is on a par with most other wheels of this price and they remained true even after riding some dodgy back lanes. Worth considering, then, if you're looking for a wheel upgrade.

Henry Robertshaw **1,393**g

www.lead-out.co.uk



POC DO Blade Raceday sunglasses £200

Worn by Ryder Hesjedal and the Cannondale-Garmin pro team, the large covering and wraparound shape of these DO Blade Raceday glasses gives them a slightly retro aesthetic that may divide opinion. Personally, I really like them.

But how well do they perform? The venting and 'Ripel' treatment used causes dirt/water to come off easily and prevents fogging, and the optics are very good too, with the violet tint working very well in most light conditions. However, the construction does not feel as solid as you might expect for a pair of glasses at this price point, and although you can adjust the fit using an adjustable nose-piece, the fit on the face is not as secure as other rival brands.

Oliver Bridgewood

34g

www.2pure.co.uk



LONG TERM TEST

Seven months later

Wahoo Tickr £49.99
The Tickr is a heart-rate strap

with both Bluetooth and ANT+

connectivity. Unlike other

models from well-known

brands that have worn out

and robust product that is

highly recommended. OB

www.wahoofitness.com

with prolonged, regular use,

the Tickr has stood up well and

impressed. Overall, a versatile

10

Can't live without

Santini mesh shortsleeve base layer £44.99

The Santini Mesh is ridiculously comfortable, being very light and soft, and fitting like a second skin with its seamless construction and lack of labels. It also does an excellent job of wicking sweat and regulating your body temperature — I wear it all the time and that's the ultimate compliment. OB www.fisheroutdoor.co.uk





Blackmore Duck jersey £49.99

Any Essex cyclist worth his or her carrot cake will be familiar with Blackmore, a village well known in the county for its cafe and duck pond. This attractive and well-designed jersey is a celebration of the latter from new clothing company Blackmore Apparel.

The lightweight fabric makes it a good choice for warm summer days. However, I would like to see a full-length zip to help on the hottest days, as opposed to the quarter-length one on this jersey. The pockets also provide a good amount of storage space, deep enough for a mini-pump, rain cape, and a few hours of provisions. Henry Robertshaw

171g

www.rideblackmore.com



You might have seen your fellow cyclists wearing flamboyantly coloured hosiery; if so, there is a good chance that they were donning a pair of SAKO7SOCKS.

The brand is known for making bold cycling apparel and the Mondrian White socks, with their combination of primary colours, definitely reinforce this reputation.

They certainly tick all of my cycling sock requirements, with their six-inch cuff length and distinctive appearance. In use, my feet were kept well-ventilated by the netted upper and they have not fallen apart. My only gripe is that the cuff slipped slightly, but this could be due to my narrow ankles.

If you like long, bright socks, I'd recommend SAKO7. *Chris Hovenden* **46g**

www.sako7.com

Canyon Ultimate CF SLX 9.0 LTD £4,299

Tested by: Richard Abraham | Miles ridden: 656 | Size tested: M (56cm) | Weight: 6.20kg/13.66lb

espite its understated matt black looks, the Canvon Ultimate is the sort of bike that grabs people's attention. If I had a penny for every time somebody muttered, "that's a nice bike," I'd be well on my way to buying one for myself. The stealthy colours

aren't for everyone but there can be no denying that this bike looks the part. However, it's much more than just a pretty face, something which became apparent when it was taken for a ride in God's own bike testing ground — the northern French Alps.

It's got the pedigree of being a 'pro bike' with Movistar and Katusha, and you can see why the Ultimate is the frame of choice for purebred punchy climbers Nairo Quintana and Joaquim Rodríguez. That said, put it under a rouleur pushing 12 stone and it feels

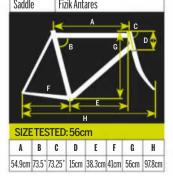
just as fun. Heading uphill, it manages to pull an extra gear out for you when you least expect it; you can be riding at what feels like flat-out and yet you find you can shift down, accelerate, and shift down again, the little Canyon pulling at the lead.

Specification

Given the climbing prowess, it's a good job that you can do six downshifts in one go on the Campagnolo

Canyon Ultimate CF SLX 9.0 £4.299

Frame	10/10
Specification	8/10
Ride	9/10
Value	10/10
Distributor	www.canyon.com
Frame	Canyon Ultimate CF SLX
Fork	Canyon One One Four SLX
Size range	50-65cm
Weight	6.20kg/13.66lb
Groupset	Campagnolo Super Record 11-speed
Alterations	None
Gear ratios	11-25t cassette, 52/36 chainset
Wheels	Mavic R-Sys SLR WTS Exalith 2
Tyres	Mavic Power Link
Bar	Canyon H18 Ergo CF
Stem	Canyon V13
Seatpost	Canyon S13 VCLS CF
alhhc2	Fizik Antaros



Frame

The Ultimate gets better and better as the road gets steeper and steeper. It's obviously very light - a claimed mass of just 790g for the frameset and 6.20kg for the complete bike, but it is also responsive and excitable like a little puppy yapping and jumping up around your legs.



Super Record groupset levers. The looks of that modernday Campagnolo groupset divides opinion too; black carbon and understated metal is not for everyone. Shifting down on Super Record can take a bit of getting used to, particularly compared to the flick of a Shimano lever. However, shifting up feels unanimously crisp and light. The pro compact chainset is spot-on for those heavy climbing days; seldom do you spin out over 35mph but that smaller inner ring comes into its own on climbs where you're struggling to get over 7mph for any meaningful length of time. It just feels like the right tool for the job. And despite weighing less than seven kilograms, the bike doesn't feel delicate on the

descents, thanks to the Mavic R-Sys wheelset and tyres. Canyon has clearly invested considerable time and effort in the bike's overall aesthetic: the stem, bars and seatpost are all Canyon own-brand.

Riding

Confidence going downhill at 45mph is as much down to the rider as to the bike, but the wheels certainly give the rider a useful helping hand. For starters, they look and sound fantastic. I took the bike out for a ride with an aeronautical engineer and he said that the sound of pads on the Exalith braking surface (where tiny grooves have been etched into the rim surface to improve braking) is like a jet engine decompressing. What's more, it is predictable and makes normal alloy braking surfaces feel like trying to cling onto a laminate floor with your fingernails.

the directness of the power transmission, although the combination of extreme



well as more aerodynamic offerings. That said, after over six hours in the saddle, the Canyon isn't uncomfortable. Indeed, Katusha uses the Ultimate frameset for the cobbles of the Spring Classics. On test, it felt as if the wheels and 23mm tyres picked up on the lumps and bumps of British roads, after 40 hours' riding they remained as crisp and as true as they were out of the box. Even so, they'd definitely feel more at home on the superior asphalt of Continental Europe.

Value

Bikes don't come with their price tags when they roll out

of the CW offices; seeing that this whole machine can be owned for less than £4,500 is jaw-dropping. With different groupset options, the price can be whittled down even lower, although this would mean shunning your local bike shop and its after-sales support, since Canyon only sells direct to customers.

If you're OK with that, then there's no way you won't be happy with the bike. Casting aside personal preferences on groupsets and looks, the Canyon Ultimate is bags of fun and, provided you're willing to put in the effort, it makes you faster. What more could you want?



Verdict

The Canyon Ultimate is a capable all-rounder but it absolutely sings on the climbs. It's a bike to be ridden hard, and seems to let you turn a gear you thought you couldn't. On the flat, it's a bit like turning up at your local chippy and being given pan-fried halibut, sautéed sweet potatoes and a drizzle of balsamic glaze. You're not going to complain, but sometimes cod, chips and mushy peas is what you really want. This bike is something for special

occasions — for races, for big rides, for biking holidays. It looks and feels special, and if you're

spending over four thousand pounds on a bike, then that is what you want.



For

- Supreme lightness.
- Confidence-inspiring handling at speed.

Against

- Doesn't roll as easily on the flat.
- Stealthy looks aren't for everyone.



Summer season tyres

Henry Robertshaw tests five grippy, light tyres for warm and dry conditions

What?

Summer tyres are designed to be lightweight, have low rolling resistance, and have good grip, and are intended for use when the weather is warmer and drier. However, all of this comes at the expense of puncture protection, with the idea that better road conditions during the summer will mean a reduced chance of punctures.

Why?

Investing in a good pair of tyres is one of the most cost-effective improvements you can make to your bike. Getting tyres with better grip will allow you to attack corners and descents, while lower rolling resistance will have you riding faster on all terrains, with no training required.

How?

This summer might not have been what these tyres were really designed for, but perhaps that's made it an ideal test. Not only have these tyres been ridden along smooth, foreign tarmac on trips abroad, but have also been tested on potholed lanes when it's 10°C in the middle of August — so can they hold up to a proper British summer? Cost and weight listed is for one tyre.

HOW WE SCORE

- 10 Superb, best in its class and we couldn't fault it
- 9 Excellent, a slight change and it would be perfect
- 8 Brilliant, we'd happily buy it
- 7 Solid, but there's better out there
- 6 Pretty good, but not quite hitting the mark
- **5** Okay, nothing wrong with it, but nothing special
- 4 A few niggles let this down
- 3 Disappointing
- 2 Poor, approach with caution
- 1 Terrible, do not buy this product

Continental GP4000S II £49.95

With 27 different models of tyre to choose from, Continental really does have a vast array at its disposal. The GP4000S II, however, sits at the top of the German company's tree and is the flagship model in its clincher range.

To pigeonhole these as summer tyres is really doing them an injustice. The Vectran breaker puncture protection technology (made from aramid, the material used in bulletproof vests) is incredibly good. I've ridden

these over a few summers and currently they average one puncture a season, right up there with some pretty hardy winter tyres. But the really impressive thing is how this puncture protection doesn't compromise rolling resistance or grip.

The 25mm tyres tested were up there with those from Bontrager and Vittoria when used in a race. The low rolling resistance means that they whip along over rough and

smooth surfaces, while the Black Chilli rubber compound means great grip in the wet and dry.

www.conti-tyres.co.uk



Rubena Syrinx Racing Pro £24.95

The Czech Republic might not be renowned as a hotbed of bicycle manufacturing, but from my experience on the Rubena Syrinx Racing Pros, those central Europeans know how to put together a good tyre at a great price. The Syrinx is available in both an 'economy' and 'elite' spec. I tested the elite Racing Pro,

designed for racing and hard training rides. It has a medium silica compound, 127 TPI and comes with Puncture's Fear technology.

Weight 234 grams

For tyres that felt rather robust to the touch they provided good grip when both cornering and descending, while at the same time not succumbing to any noticeable cuts. They also rolled pretty well, never holding me back whatever the road surface.

If you're looking for a full-on race tyre, then there are lighter, faster options available. However, if you're not prepared to splash out, the Rubenas are an excellent option. They provided good grip in all conditions and held up to the worst the British roads could throw at them.

www.rubenacycle.co.uk



Vittoria Open Corsa SC *£*37.99

While the Continentals have a traditional clincher build, these Vittoria tyres have an 'open tubular' construction. The tyre fits onto the rim in the same way as a clincher, but is manufactured by hand like a tubular meaning, in theory, a faster and more supple ride. And with the Vittoria Open Corsa SCs, this certainly holds true.

These really are rapid tyres, and ride almost as if they're floating above the

tarmac rather than along

Weight 239 grams

it. Thankfully this isn't the case once you get to a bend, where grip is impressive, meaning that this tyre is as at home in road races and technical crits as it is in dragstrip TTs.

One area of fault for the Vittoria Open Corsas is in puncture protection. The tan sidewalls might look great and help produce a super-fast tyre, but they do seem vulnerable to flats, particularly in wet conditions. However, these tyres claw back a point on value, with the £37.99 price tag being great value alongside the much more expensive Bontragers.

punctures. Grip in the corners is superb and I have yet to experience any punctures, suggesting that for summer riding at least the protection is good. The downside to the soft Weight

Bontrager R4 320

As the name suggests, the R4 320s feature

320 threads per inch, giving a very supple tyre

with very low rolling resistance. There is also

Hard-Case Lite protection built in, to prevent

£54.99

The downside to the soft, supple rubber is that it can cut quite easily. My test tyres had a couple of large

slices in them after just 150km. This didn't result in punctures, but it could potentially compromise the carcass, allowing grit or glass in, and is disappointing for the price.

228

The tan sidewalls are very supple and add a great aesthetic touch on the right bike. The bead is pretty stiff, meaning that they can be quite hard to initially fit on some rims. Overall, these are great looking, quality tyres ideal for racing or best days, but they are pretty expensive, and quite vulnerable to rough roads considering the price.

Vee Road Runners £37.99

Vee is a name that is pretty well known in the mountain bike world, but to us roadies it might be unfamiliar. In fact these Road Runners are the company's maiden attempt at a lightweight summer tyre, and considering the decades of development behind some of the other rubber on test, they stack up pretty well.

With this background it's no surprise that the Vee tyres are pretty tough; I didn't suffer a single puncture during testing. What's more,

Weight 214 grams

they didn't even see much in the way of cuts and gashes, so these are certainly the sort you can stick on your bike and forget about.

However, if these are true summer tyres I'd want them to help me ride faster, and I'm not convinced this was the case with the Vees.
Unfortunately, they're just not supple enough, which means above average rolling resistance, especially when compared to the identically priced Vittoria Open Corsas. Added to that, although grip is pretty good, it's not quite up to some of the other tyres on test.

www.chickencycles.co.uk



www.bontrager.com



www.veetireco.co.uk



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FITNESS

How to... recover faster

Eating, drinking and resting correctly can see your recuperation time improve

Paul Knott

hen you step off the bike you may be thinking about your next ride almost immediately, but how quickly you recover after time in the saddle can dictate when you are able to hit the road once again. So how can you speed up your post-ride recovery time?

Russell Kingston, team soigneur for Madison-Genesis, explains how crucial post-ride recovery is and what techniques he employs on the Madison riders after a race.

"Depending on the rider they may have a recovery or whey protein shake as soon as they get back to the team truck after a race," he explains. "This would already be made up in a bidon, as they need to get the nutrients into their system as soon as possible. There'll be more protein bars on the truck if anyone doesn't want a shake, but these must all be consumed within 20 minutes of the finish."

The importance of replenishing lost nutrients after a ride is vital as the body is most receptive to absorbing and transporting carbohydrates and protein to the parts that need them most in the first 20 to 30 minutes post-ride.

"One of the most essential pieces of equipment on the

truck is the rice cooker, which I turn on before I go down to the finish line," Kingston adds. "I then fry up some chicken and chorizo, mix it in with the rice, and the riders have something to tuck into as soon as they are showered and can start replenishing carbohydrate and protein stores. It's important to have 'proper' food after consuming energy gels throughout the race."

For amateurs it may not be possible to have a massage after every ride, but using a foam roller can provide a useful option as Kingston explains: "Foam rollers are an essential part of a rider's kit when away from the team.

"When they've got spare time they can foam roller and complete a stretching regime as an added bonus on top of the time spent with the soigneurs getting massaged."

Kingston also highlights the importance compression garments play in recovery, especially if a rider

> is sedentary for a long car journey after an intense race. And the importance of sleep cannot be underestimated: "The best form of recovery is sleep, so if you can go to bed 30 minutes sooner then that's really important as this is where the body will do most of its repairing."

fatigue the muscles and require attention. **DO** eat something small to immediately replenish carbohydrate and protein stores before consuming a larger meal a few hours later. Never stand up I do some YOU when you can SAY lean, never lean when you can sit down and never

DO prepare a recovery shake to

DO make sure you carry out post-ride

recovery techniques after every ride:

even short rides can

consume immediately after a ride.

Essential points

- Replenish energy stores immediately after a ride
- Your recovery starts on
- the bike with a cool-down ■ Eat 'proper' food after a ride instead of gels and bars
- Using a foam roller can help stretch soft tissue muscles
- Sleep is often overlooked as an important part of recovery

sit when you can lie down.

Samuel Fawdry

stretching after all my rides, followed by 250ml of milk with whey protein and a banana blended together. Jeffrey Wilkinson



A recovery bar and cherry juice. *Iain Pitt*

Compression socks for calves and muscle repair lotion for the quadriceps.

Danny Kombine

I have eggs for breakfast the day after a long ride.

Neil Cobley

I find ale numbs the pain. *Martin Hogg*

Things to do this week

Add golden berries to your diet

Also known as physalis peruviana, this berry may not be the usual fruit in your healthy snack supply. However, golden berries are low in calories and full of fibre as well as containing 45 per cent of your recommended

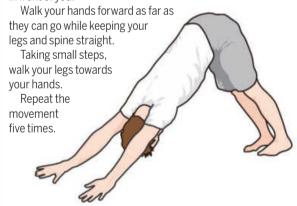
source of vitamin A in one ounce. The South American fruit also has anti-inflammatory properties, which can help reduce swelling and inflammation throughout the body.



Perform the hand walk

This exercise may look a bit silly but it loosens your calf and hamstring muscles as well as improving the range of motion in your ankles.

Slowly bend down at the waist without bending your knees until your hands are flat on the floor outstretched in front of you.



Try I Am Souper

When it comes to recovery nutrition, you mainly think of milkshakes, bars and gels. I Am Souper has created a high-protein soup that could be the ideal thing to warm you up after a cold ride, as well as replenishing protein stores. Containing nearly 20

grams of protein and coming in four flavours — chicken and supergrains, peppered beef and superbeans, supergreens and pulled pork, and jalapeno — I Am Souper, which is ready to eat in four minutes, could be the perfect post-ride protein boost. £1 www.iamsouper.co.uk





If you are training hard and feeling abnormally fatigued, you may have an underlying mineral or vitamin deficiency identifiable via blood test. New home-test kits make blood analysis more accessible than ever — but is this form of self-assessment really helpful or necessary?

Words: Lexie Williamson Photos: Daniel Gould, Jesse Wild, Fotolia benjaminnolte

nce reserved for pro cyclists, blood analysis to identify imbalances and deficiencies is now available to recreational riders, through home-testing kits offered by companies such as InDurance.

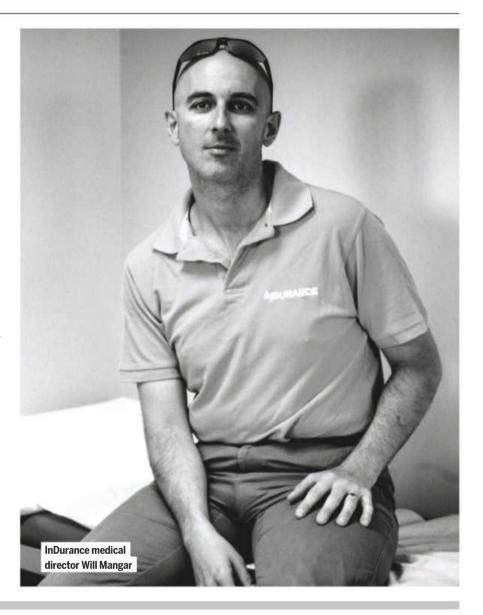
These pinprick tests can check for anaemia through iron storage levels; testosterone, which affects stamina and motivation; vitamins B12 and D3, essential for bone strength and muscle performance; and the stress hormone cortisol, a high level of which can indicate overtraining. Does a regular amateur cyclist really need to consider investing in blood testing?

InDurance medical director Will Mangar, also a part-time GP, ex-GB triathlete and Tour of Britain doctor, likens the process to "looking under the bonnet" and getting some hard facts and figures about the fuel in the engine.

The idea of blood testing is alien to most recreational cyclists, but according to Mangar, for amateurs, the additional stress of work, commuting and, for those with young children, often sleep deprivation too means they may benefit from testing just as much as the pros do.

Most of us are on the go for up to 60 hours each week, including our training, and, unlike pro cyclists in recovery mode, we rarely take a total rest. It's no wonder we often feel tired.

Mangar dislikes the "nebulous" term overtraining but believes a cyclist in the 35-40-year-old age bracket with a stressful job who does four sessions of



The sports scientist's view: 'Blood testing isn't for everyone'



James Hewitt is a sports scientist, performance cycling coach and former elite racer. He says the usefulness of blood testing for endurance athletes is not always

clear-cut, pointing to a study from the *British Journal of Sports Medicine*, 'Fallon, Clinical Utility of Blood Tests in Elite Athletes with Short Term Fatigue' 2006.

The study tracked 50 athletes who had tests after feeling fatigued and reporting to a doctor. The doctor took a clinical history followed by blood tests. In 49 of the 50 cases, blood testing did not alter the conclusion.

Consequently, the study suggests that "routine ordering of a panel of blood tests at the initial consultation should be discouraged" unless the athlete's history and examination warrants further investigation.

Hewitt works with doctors who administer and interpret tests for riders, providing insight into general health, 'reactive' health issues, such as nutritional deficiencies, and early warning or confirmation of overtraining.

He stresses that blood testing provides only a 'snapshot', and that certain factors — such as recent meals, hard training (InDurance advise waiting 48 hours) and minor illness — may skew results. Tests should be chosen based on their potential to provide 'actionable insights', Hewitt believes; that is, only when

they provide information that can be used to improve a rider's health or performance.

Like the nutritionists interviewed for this article, Hewitt regards blood testing as just one tool at his disposal — a small part of a big picture to be assessed continually. "I see the role of performance coach as a coordinator," he explains. "I gather information about the athlete in terms of general health, mental energy, physical activity, recovery and biomechanics.

"We need to coach the whole athlete to build a more complete picture. However, blood test results can confirm what has been observed in these areas and thereby help show how athletes are responding to training and competition." high-intensity or sweet-spot training either in road racing or time trialling is in danger of some form of burnout.

A blood test can provide an early warning of potential burnout-related

problems such as testosterone deficiency syndrome, though Mangar acknowledges that there is no 'magic bullet' to prevent overtraining.

Female endurance athletes, particularly those of childbearing age, may also be at risk of iron deficiency syndrome and

B12/folate deficiency, which can be exacerbated by menstruation.

Cost-benefit analysis

Down to the nitty gritty: as always, the big stickler is cost. The home-based pinprick or 'Pico' tests, at £65, cost not much more than a 60-minute massage, but you may find you need more than one, as each has a different focus.

For example, there's the Iron Storage test, Aero Metabolic kit, which looks at

aerobic capacity, and the Neuro Muscular test which analyses vitamin B12 and magnesium levels. It can be tricky to know which test to buy, although Mangar and his team do offer Skype consultations to try and match the test to the client.

InDurance also suggests starting

with a broader blood test or 'Profile' and using the Pico tests thereafter to provide 'snapshots' or monitor particular 'biomarkers' (iron, B12, or other traceable metrics that can be tracked).

A larger 'Profile' test requires that a venous blood sample is taken

by a professional to be sent off for testing. InDurance have designed one specifically for time trial cyclists or roadies doing regular high-intensity training — but at £245 (to be repeated every two months) it's quite an outlay.

Mangar points out that the process of analysing blood in a laboratory is costly and labour-intensive. He knows that many cyclists will balk at the idea but believes it's money spent wisely.

"Many endurance athletes don't bat an eyelid at spending £600 on a training camp, but won't look at their own engines, the very thing that drives performance," he says.

Mangar acknowledge certain limitations of blood tests. "Blood is a very small part of the overall picture," he says. "It's not enough just to give people a sheet of numbers. [They may need a] form of stress reduction, such as yoga, or nutritional supplements or vitamins.

"The idea is to unlock people's awareness of the problem."

The nutritionist's view: 'Testing forms only part of the picture'



What do nutritionists think about blood profiling? Jo Scott-Dalgleish (left), a sports nutrition therapist, sometimes recommends blood tests for iron, vitamin B12, testosterone or thyroid hormones — if the athlete is fatigued. She also does frequent testing for vitamin D if there is a history of injury or susceptibility to infection.

"Many cyclists

spend money on

but neglect their

training camps

own engines"

are happy to

For Scott-Dalgleish, the concept of blood testing is not new, though the convenience aspect of the InDurance kits is. "The appearance of a home-testing kit is a real step forward."

She believes a cyclist of "good recreational level" may benefit from occasional blood testing in this way. "If you are putting the body under serious demands by training to ride the Etape, for instance, then having a pre-event blood profile test could be very helpful."

However, she stresses that blood testing is only one part of the picture in the assessment process and should be used in conjunction with a face-to-face chat with a health professional. This is partly because clues that lead to a particular performance issue may only emerge while chatting. For example, if a client mentions tiredness or low libido, "it may also [indicate] a diet issue that cannot be detected by a blood test, such as insufficient protein."

Charlotte Saunders, registered nutritionist and triathlete, says: "Blood profiling can give a much greater performance benefit than buying a pair of wheels," but only if the client follows up the advice given in the post-test report.

"If it says they are lacking in a dietary component, they must modify their diet, reduce stress or gain more sleep," say Saunders. "It involves putting in some hard work and [abandoning] the 'I cycle to allow myself to eat' mindset."



Doc knows best

Despite the ease and availability of personal blood analysis, it shouldn't be used as the primary method of diagnosis. If you're feeling abnormally tired during and after training sessions that you would normally breeze through, you shouldn't assume that all the answers lie in self-initiated blood analysis. Your GP has the knowledge and notes to thoroughly assess what is causing your fatigue, so he/she should always be your first port of call. That said, if your GP seems reluctant to take your sport-related issues seriously, a home-test may be a useful back-up option.

Being a vegetarian woman, I decided to buy InDurance's Iron Storage kit (£65). The result showed I have an iron deficiency. I consulted Dr Will Mangar via telephone, and I'm now taking iron tablets twice daily.





The track rider's view: 'It worked for me'



After 13 years of ultra-running, Ironman triathlons and winning his age-group at the 2012 Long Course Duathlon World Championships, in 2013 Nikalas Cook

decided to focus on cycling, specifically the track. He placed fifth in the individual pursuit and sixth in the scratch race at the National Masters in June 2015.

"I identified a cycle in my training where I'll typically manage six to eight weeks of consistent work but then always tend to have a slump, get ill or just lose motivation.

"This happened most recently after a solid winter putting in the miles, competing on the track and finally, at the end of April, completing the 235km Tour of Flanders sportive. I felt really low afterwards, got ill and effectively lost a month of training. With the National Track Masters at the end of June my next big target, I wanted to train optimally, check if my body was up for it and find out if there were any reasons for my slumps.

"I opted for a £295 Baseline Profile test — pricy but, in the grand scheme of my cycling spending, not prohibitively so. The kit arrived promptly; I booked in with my local nurse the next day to have the blood drawn. It went in the post and, within three days, I had the results back. They were clearly presented in a report, rating the scores and with detailed explanations of what they meant.

"On the whole, I was in excellent internal shape, with just a slightly low vitamin D

score and borderline low magnesium. My testosterone, although OK for an athlete, was also worth monitoring.

"In an online follow-up consultation, Dr Will [Mangar] felt I'd benefit from regular testosterone-boosting resistance work throughout the year. He also suggested scheduling in mindful recovery, using meditative techniques, during the day, My vitamin D was normal coming out of the winter and would rise naturally during the summer, but supplementation next winter would be worthwhile. The low magnesium would be easily elevated by a transdermal spray, and may be at the root of my night cramps. He suggested that my dips post-event and hard training may be down to a build-up in free radical stress and that it was worth trying an anti-oxidant supplement. Finally, he recommended trying glutamine and L-carnitine to further enhance my recovery.

"After my consultation, I felt massively reassured and motivated. I had some strong recommendations for tweaks I could make to my training, recovery, lifestyle and nutrition but on the whole I was heading in the right direction. This allowed me to attack my next training block with confidence; it was as if I'd been given an all-clear. The emphasis on quality recovery helped.

"I performed well at Nationals, did a big 12-hour mountain bike challenge and didn't slump after either. Also, my night cramps have stopped. Checking that my hobby isn't doing more harm than good [has been worthwhile]; by addressing a few simple areas, I could be healthier and ride a bit faster too."

Sam Williams:

My week in training

The One Pro rider was putting in the hard yards as he worked his way back to full fitness following a shoulder injury sustained in a crash

Date: May 10-16, 2015 | Location: Shropshire and Worcestershire

fter racing with NFTO in 2014. where he was a part of their silver-medal winning team pursuit squad at the British Track Championships, Worcester-born Sam Williams has been a part of One Pro Cycling's successful debut season.

The 21-year-old placed second in what many now regard as the curtain-raiser for the British domestic road season: March's Eddie Soens Memorial at Aintree. His team-mate Pete Williams (no relation) took the victory, before he won a group sprint for second, which he attributed to his pre-season work on his sprinting.

Williams, who lists Tom Boonen and Mario Cipollini as his cycling heroes, also finished on the podium at this year's Clayton Velo Spring Classic as well as the Loughborough University Campus and the Huddersfield criteriums.

Back in May, Williams was badly injured during a training ride, when a sheep ran out in front of him, resulting in a torn ligament in his shoulder.

"This was my second week back on the road after my crash," says Williams. "Steve Benton, my coach, gave me this week's training plan with the intention of getting the miles back into the legs while also working on my top-end power."

Sunday

"This was a pretty gruesome day of training and included three hours with 3x12 minutes max efforts up Clee Hill. I base a lot of my training on this climb. It's an integral part of my training as it helps to strengthen my shoulder while also simulating a race-specific effort, which I haven't been able to do for the past few weeks. Once home, after having a shower and some lunch, I did some stretching, which I try to

do twice a week to prevent injuries and to encourage recovery."

After his injury, Williams not only has to work on rebuilding his fitness, but he must also start

strengthening his shoulder again. After a nasty crash, his shoulder will feel weak, and it's important that it's fully functioning for him to race at a high level. Your shoulder helps keep you stable on the bike, especially when climbing out of the saddle or sprinting. Hard efforts on the bike will force his shoulder to work and get it used to the stresses being placed upon it. Remember, if you are returning from a similar injury, only go out on

the bike if you feel your shoulder is strong enough to support your body, otherwise stick to the turbo-trainer.

Monday

"Today is an active recovery day - I did an easy 30-minute spin. I enjoy this session because it loosens the legs off by encouraging blood flow around the muscles. As the weather was nice. I went out for a short spin on the road. Once I got back I went to see my physiotherapist in the gym for a strengthening session on my shoulder. Even though my shoulder feels good on the bike, it is important to build the muscle and ligaments back to normal strength to prevent recurring problems."

Easy rides help speed up the recovery process by pumping blood around the body, feeding the

muscles with oxygen and helping to gently stretch them. Recovery rides have to be easy so your muscles aren't put under any excess stress; push too hard and it turns into a training ride. Williams visits his physio to work on his shoulder. It's really important to not only mend an injury, but rebuild it.

Tuesday

"Feeling rested after yesterday. Today's ride was six hours with efforts. I did one of my usual loops into Shropshire towards Bridgnorth, Ludlow and back, In the third and fourth hour I completed 4x5 minutes at 420-460 watts. These efforts were on a flat road or on a climb to mix it up. In the final hour I did 45 minutes of motorpacing behind a moped at a high pace."



It's tiring just looking at this day's training. Williams isn't holding back, and hits it hard, combining his long endurance ride with high-end efforts.

Sam Williams

- Age: 21
- Lives: Teme Valley
- Rides for: One Pro Cycling
- Discipline: road
- Best results: Second, Eddie Soens Memorial (2015); second, Clayton Velo Spring Classic (2015); second, British Track Championships team pursuit (2014): third. Huddersfield Criterium (2015); eight, British U23 Time Trial





For his final hour he rides at a high tempo close to his threshold to push his fitness on.

Wednesday

"Today was three hours with some legburning sprints. The weather was great again, which was an added bonus. Four reps of 2x30 second sprints, with a 30-second rest in between, is a good way to work on my sprint for a race. I live in the Teme Valley; the terrain is really hilly with some good climbs. Today I focused my training on the low-lying valley roads close to Worcester, which are great for sprinting."



Williams keeps his training interesting and works on all of areas of performance, from low

intensity aerobic endurance to high-end sprint intervals. He is extremely focused and clearly knows about training and what he should be doing. All sessions are structured and designed to push his limits. A lot of credit must go to his coach, who clearly knows

Williams and his capabilities and can find the line between hard sessions and overtraining.

Thursday

"My favourite day — a day off. Kept things pretty chilled today. I did a strengthening session for my shoulder followed by a 45-minute core workout. I also caught up on some of my university work. The weather wasn't great, which was an added bonus when you don't have to train outside."



Williams may call it a rest day, but it's anything but. Even during his 'easy day' he is working on

strengthening other areas of his body. All cyclists will benefit from a stronger core as not only does it reduce the risk of lower back and neck injuries, but will help provide a stable platform for your legs. Every cyclist should work on their core for at least an hour a week.

Friday

"Four hours out to the Malvern Hills and

back. In the final hour I did a 45-minute effort in Zone 3, at a cadence of 105-120rpm. This session makes the legs burn."

Saturday

"Today was two and a half hours with five hard intervals, back out on the flats around Worcester. The intervals were six minutes long, at lactate, with a 10-second sprint at the beginning. I rode back over some lumpy terrain to mix it up a bit. Once home I completed another stretching session."



This session is painful but it's extremely effective. Training at threshold will allow you to push

harder for longer without burning out. Raising the lactate threshold is one of the key areas of improving performance. You can push it up by training just below, or drag it up by training just above and this hurts — as Williams has shown. And if that wasn't enough, he decides to smash up a few hills on his way home. Well, he is a professional, after all.

Caffeine: going for the burn

More evidence that caffeine boosts the metabolism of fat

Andrew Hamilton

Research has shown that by acting on the central nervous system caffeine is able to block some of the signals associated with muscular tiredness, which helps delay the onset of fatigue. It's for this reason that pre-exercise caffeine can improve endurance performance in sports such as cycling. Some early research suggested that caffeine might also boost endurance by helping to mobilise fat stores from the body (thereby increasing the amount of fat used for energy by working muscles), and now a new study appears to confirm this effect.

Eight fit male subjects performed two cycling trials to exhaustion on a cycling ergometer. An hour before each trial, the riders consumed either 6mg of caffeine per kilo of body weight or an inert placebo. However, rather than cycling at a predetermined percentage of

aerobic capacity or power output, the workload on the ergometer was set at each rider's maximal lactate steady state — the highest blood lactate concentration and workload that can be maintained without further lactate accumulation, thought to correlate closely with maximal real-world endurance performance. The trials ended when this workload could no longer be maintained.

The riders who had ingested caffeine were able to ride for an average of 70 minutes, compared with just 57 minutes in the placebo trial - 22.7 per cent longer. Furthermore, analysis of the subjects' exhaled air showed that when, with caffeine, more energy was being derived from fat, suggesting a 'carbohydrate-sparing effect', which the researchers believed was a significant factor in increasing ride to exhaustion times. Nutrients. 2015 Jun

30:7(7):5254-64







TAKE-HOME TRAINING SESSION

Structured training

CW has teamed up with Wattbike sports scientist Eddie Fletcher to devise some new training sessions. This week is all about structuring your training session.

Time

taken:

80 mins

"Ride as hard as you can, all the time." This is something I hear regularly but it's not really training and doesn't produce improved fitness and performances. In fact, it's more likely to reduce your performance, lead to under-recovery and leave you vulnerable to injury

and illness. Instead, each

workout should have a specific purpose and should be conducted at pre-defined effort levels. Start off this session with

session with a 20-minute warm-up, before starting the first of two structured intervals. The first interval consists of five minutes at a zone-four effort, pushing a heavy

gear at a lower
cadence around
95rpm. These
intervals are
broken up with
three-minute
active recovery
segments.

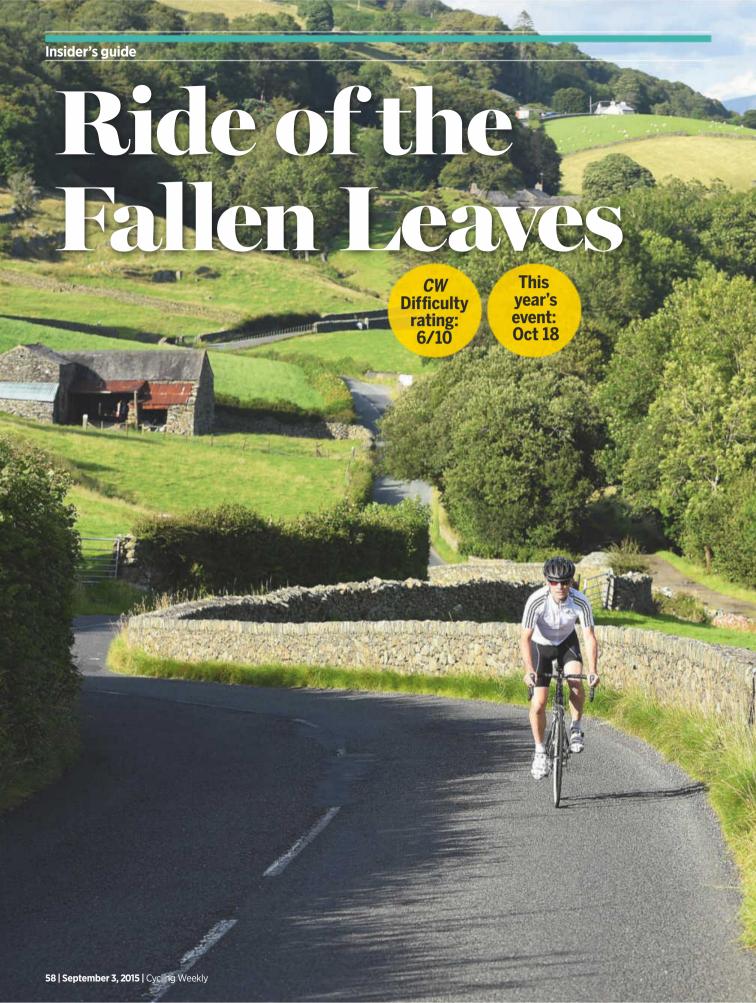
The second structured interval focuses more on cadence to achieve a Zone 4 effort by pedalling

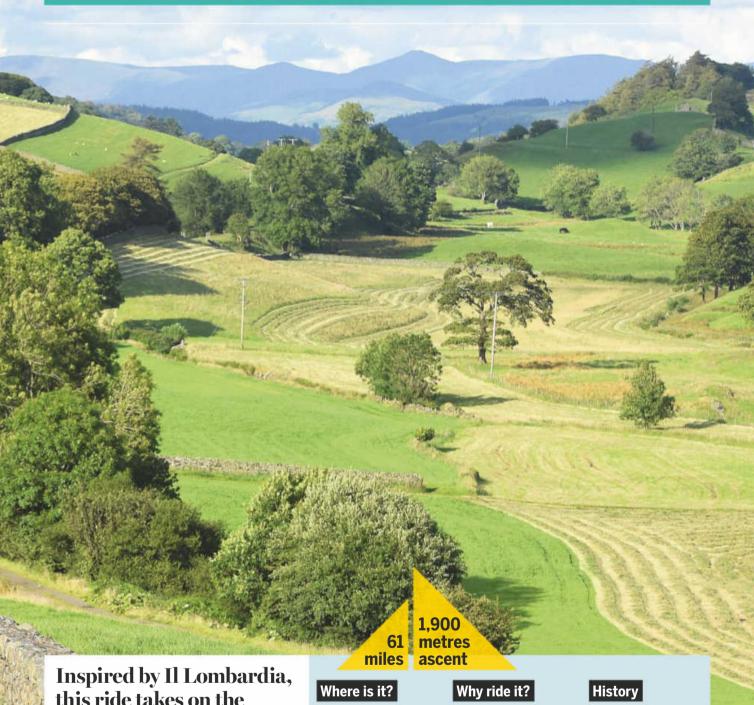
at 110rpm.
Once again
break up
each interval
with threeminute active
recovery
segments.

It's important to focus on pushing a harder gear in the first interval and leg speed in the second interval.

Time (mins)	Cadence (RPM)	Zone
0-20	85	1-2
20-25	95	4
25-28	90	2
28-33	95	4
33-36	90	2
36-41	95	4
41-44	90	2
44-49	110	4
49-52	90	2
52-57	110	4
57-60	90	2
60-65	110	4
65-80	85	1-2

Effort	You can	It feels like you're	Use it for	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Longrides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+





this ride takes on the climbs of the Lake District

he Lake District is a wild, untamed landscape. Over 200 rugged fell tops are spliced with jagged mountain peaks creating a wild sawtooth profile on the horizon not too dissimilar to that of this event's profile.

The Ride of the Fallen Leaves doesn't take on the area's more infamous climbs like some events in this area, but don't be fooled — the uphill grinds are both relentless and steep, slowly but surely sapping your energy. Like

From the village of Coniston the route makes an anti-clockwise loop around the Lake District National Park, circumnavigating Grizedale Forest Park. The route returns via the west bank of Windermere and Esthwaite Water. At 885 square miles this is England's largest National Park

While it might not be a who's who of famous Lake District climbs. this is still a tough jaunt around the quiet lanes of the southern lakes. And with the season coming to an end it's a good opportunity to get some climbing in the legs before the turbo calls. Just as II Lombardia is for the pros, this could be your last Monument of the season.

The Lakeland Classic Series comprises three events with the Ride of the Fallen Leaves the curtain call. The three events are set to coincide with an event on the professional calendar. Il Lombardia has the nickname 'Race of the Falling Leaves', providing the inspiration for this mid-October ride.

HQ details

The event centre is John Ruskin School in Coniston, set on the north-western side of Coniston Water. From the M6 leave at junction 37 and follow the A684 towards Kendal. From there pick up the A591 then the A593 to Coniston.

Where to stay

We stayed at the Crown Inn, which has comfortable rooms and does good pub grub. There is also the Yewdale Hotel, the Sun or for self-catering apartments Thurston House. Just four miles away in Hawkshead there is the Kings Arms, Red Lion Inn and the Queen's Head.

Where to eat

Steam Bistro in Coniston uses locally sourced ingredients. The Sun does food and the Black Bull too, which also has rooms. Eight miles away in Ambleside there is a jazz cafe and restaurant Zeffirellis, Doi Intanon Thai restaurant or the Pizza Place.

Local bike shop

Biketreks is eight miles from the start in Ambleside on Rydal Road. Opens 9am.



Il Lombardia, the Italian late-season WorldTour race that this event takes its inspiration from, it too will favour the climber.

Leaving Coniston on the north-west side of the water, the route sweeps south. Constant undulations lead away from village life to wildly remote areas populated with what feels like only by sheep.

The route circumnavigates Grizedale Forest Park. We rode the route on a sunny July day, but deep in the month of October this lush habitat will look as though a rich, velvet, patchwork blanket of burnt oranges, golden browns and deep auburns has been pulled gently over it.

Blaze of glory

After just eight miles get ready to dig in for the climb up onto Subberthwaite Common — it's 15 per cent towards the top, setting the tone for the day. From the top there are long reaching views out over the Irish Sea, dotted with whirling wind turbines. With little rest another tough drag eventually dips you into the Rusland Valley, home to the Rusland beeches. These will be an absolute blaze of glory come autumn.

You now have a chance to spin the legs out on

ORGANISER'S TARGET TIMES			
Route	Distance	Ave speed	Time
Standard route	61 miles	12mph	5hr 5min
Standard route	61 miles	15mph	4hr 4min
Standard route	61 miles	18mph	3hr 20min

the flattest 10 miles of the day and it's here where weaker climbers can work to make up some time. This speedy bit of road takes you out of the National Park to the southernmost point of Cark, just short of Morecambe Bay.

Heading back inland, back to the peaks and occasional troughs of the Lake District park and you're edging ever closer to the feature climb of the day: Bowland Bridge. But first there's a more merciful climb, which in these parts equates to seven to eight per cent, leads from Cark through Cartmel and Newton.

Then, as if transported to a French mountainside, the alpine hairpin curves of Bowland lead you to a lush pine forest. From the summit you're catapulted to Newby Bridge, to the west shore of Windermere. Initially the abundant flora will shroud views over the water but after a climb up to Graythwaite village the road pulls to sweep the very edges of the bright blue strip, boats bobbing.

Descending on to Esthwaite Water you're into the final 10 miles. Humble turrets mark the entrance to the significantly more imposing Wray Castle, and you'll whizz past here as you get to put your foot down for a few miles on nippy narrow lanes.

With most of the day spent going uphill, the metres accumulating in the legs will hit a crescendo as you climb through Barngate village to Hawkshead Hill. Then the 803m high Old Man of Coniston looms into view, calling you towards the finish line.

The challenges

Subberthwaite Common, Kirkby Moor (unnamed road)

The sharp left-hand turn before the climb comes up quickly. The cattle grid just before is your cue to find your gears. It's 10 per cent at the bottom — you don't want to be caught out.

Bessy Bank Lane This starts with a more gradual gradient and rears up nicely to touch 15 per cent as the narrow road bends sharply to the left. This marks the halfway point and it doesn't get any easier.

Climb to Barngate (unnamed road)

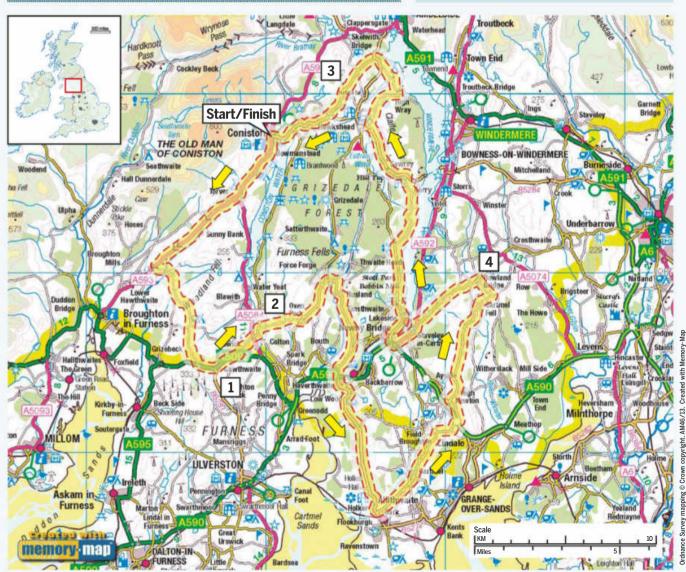
With constant bends, the top of this mile-long climb stays hidden from view. Approximately 200 metres from the top you'll spot a white pub in the distance. What more encouragement could you need?

NAIL IT

Bowland Bridge (Smithy Lane)

Everything you want in a climb, this has it: sweeping corners, tough and fluctuating gradients to keep you on our toes, and a tight hairpin bend. Just after rattling through the village you'll pass over the River Winster. Here's where the climbing begins and will end two miles later. A rusty green handrail on the right leads to the Mason's Arms. Don't stop there; this simply marks your run into the hairpin and the halfway point. Make the most of its lesser seven per cent, as with a mile to go you've still got to push over 12 per cent sections. A sea of thick pine trees signals a rest for the legs.





Event website: www.seismic-events.co.uk | Download the GPX file: www.ridewithgps.com/routes/2385645

DorkingCycling Club

Jack Elton-Walters rides with a re-formed club based in one of the country's most popular cycling areas

n a bid to nudge a little closer to my slightly ambitious annual mileage target, I had every intention of riding the 20-odd miles from my southwest London home to Dorking in the heart of the Surrey Hills for the start of this ride. However, a glance at a weather forecast full of warnings and the gathering clouds overhead made the offer of a lift irresistible. Thankfully no one commented as I dragged my bike out of the back of the photographer's car before making my way into the sports centre where members of the Dorking CC were gathering in large numbers.

I was introduced to club chairman Jonathan Dewar, who'd helped arrange for us to join today's ride. He explained what the members were up to as they huddled round tables scribbling away on what looked like spreadsheets. Dewar described how the club has six separate groups, each with a maximum of eight riders. Members choose their group on the day, and write their name and an emergency contact on the corresponding sheet. This is a level of organisation I'd not witnessed before, but is clearly a good idea.

Once the admin was out of the way, everyone made their way outside for the club announcements, one of which explained why we were here taking photos of everyone. The members then split off into the six groups. These

groups run in the opposite order to what I'd seen before, with D1 being for beginners and D6 for the racers. Later at the cafe, Dewar explained why: "As more people have joined and members have got faster, we've had to keep adding groups onto the end."

Heading for Wotton, a little village that sits right at the base of Leith Hill, I joined the D4 group. We climbed a short, sharp 12 per cent climb before turning off the main road to head south up a narrow lane that many riders would miss as they weave their way towards Dorking on the A25.

This area has seen a massive increase in cyclists using the roads since the Olympic road races visited in 2012. The proximity to London's suburbs and the tough climbs of the North Downs has made this area a magnet for weekend riders.

Once away from the busy main road and now heading for Friday Street, it was much easier to speak to members and get a feel for what is still quite a young club. Dipesh Patel travels about eight miles from the other side of Box Hill to be part of the club he joined just over a year ago. "Knee injuries stopped me from

Club facts

From: Dorking, Surrey
Members: 300
Formed: August 2011
Meets: 8.45am, Sundays,
Dorking Sports Centre
Club nights: Monthly club nights
with guest speakers, recently
including Endura and the Met Police

running, so I had a bike which I used to commute into work on and then I thought I'd start cycling round here," he said.

"It's been a real revelation for me; I've really got into cycling and made some really good friends."

Managing what might seem impossible to anyone who has bonked somewhere in the lanes of rural Surrey, this ride avoided all the area's major climbs and followed a rolling route instead. As such the pace went up as the group settled into a rhythm and the red, white and black peloton flowed along the wooded roads and between the high banks that line many of the narrow country lanes.

Among the members out in the D4 group was 15-year-old Josie Shepherd, who dropped everyone with ease whenever the gradient did go up.

History

The present Dorking CC is the second incarnation of the club, with the original running from the 1880s to the outbreak of World War Two. The exact formation date is unknown, but there were club runs throughout the summer of 1887 and members were active in early track and road races. A two-week cycling summer camp in 1896 reportedly attracted 6,000 visitors. To avoid the attention of the police during the 1920s the club would gather at the local bandstand at 5am dressed all in black and head out for excursions into the hills. The

war took its toll on the club, and despite the efforts of one rider for several Sundays in 1946 to get things going again, no one else turned up and the club went dormant for 65 years. In August 2011 local postman Graham Baker put adverts in shop windows around the town and in the local paper to drum up interest for group riding. The first ride from the sports centre had a turnout of 16 people and has grown to 300 four years later.

Champions and achievements

The club doesn't have any

information on any champions from its original pre-war days, so if any readers know anything please get in touch with CW or the club directly. As for the modern reincarnation, one of the club's top results was winning the Kingston Wheelers' Leith Hill Climb in 2014 when Andy Ross, Dylan Bexley and Ewan Evans set the fastest time. So far this season John Dewey has been very successful in time trials. The standout champion, and one to watch for the future, is 15-yearold Josie Shepherd, who won the Cyclopark Spring Series with a dominant performance that saw



her win several rounds on the way to overall victory. She will also be competing in national age group time trials in her quest to turn professional in a few years.



Dorking cycling club run

Ride highlights

Wotton to Friday Street This is a quiet lane with a sting in its tail as the gradient ramps up. Once over the worst, there's a short descent to a picture sque pond before the road rolls up and down again to Friday Street.

Descending Leith Hill Not the killer climb many believe it to be when heading north, though you do have to put in a bit of effort to reach the top, but it's more than worth it for the fast run down to Ockley Road.

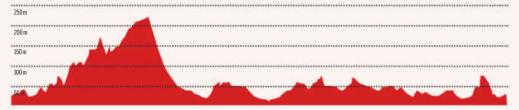
Weare Street
A stunningly beautiful stretch of road winding up through the trees, a stream meandering alongside. It's rare to see a car along here, so this is a nice relaxed part of the ride.

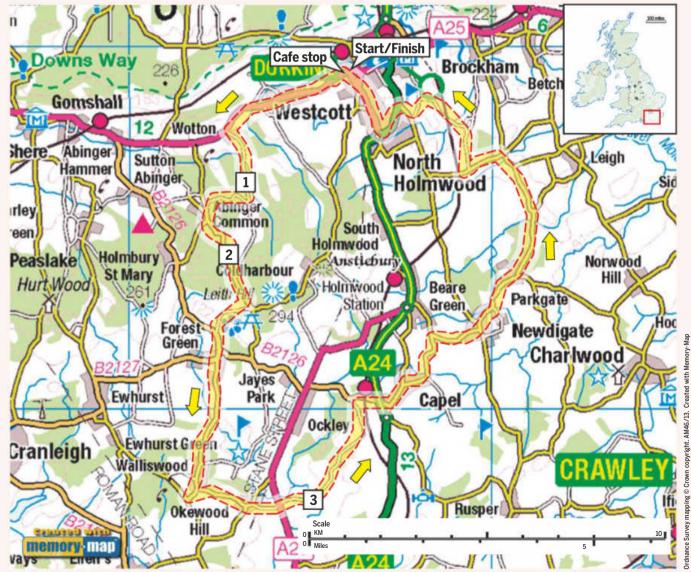


Favourite cafe

Burgundy and Black

Coming unconventionally at the end of the ride, rather than as a midway refuelling stop, this Dorking cafe is certainly the club's favourite. The club and its riders are popular with the staff. too. A milkshake and a freshly made sausage sandwich went down a treat, and the members were all very happy with their teas and coffees. In addition to being just somewhere to grab lunch, the members use this as a place for socialising and getting to chat to people who may not have been in their riding group.









road users in this busy area. The club aims to be seen as ambassadors for considerate cyclists in Surrey, with a strict policy of following the

Highway Code. Better still, Dorking CC's 'smile and wave' policy is used to defuse arguments with abusive motorists and all members are obliged to avoid getting into roadside confrontations.

In vindication of my earlier decision to get a lift to Dorking rather than ride, the forecasted rain began to fall so we cut the route slightly short and made our way to the cafe.

Riders of all ages are welcome

Contrary to what might be expected of a Dorking club, we didn't ride the famous zig-zag climb of Box Hill that looms large above the town. In fact, the club usually avoids the road as its popularity can bring cyclists and motorists to a standstill. And as the members know, there are many more climbs to be found out in the Surrey lanes.

Meet the club













Understated about her own achievements. I was told that she'd had some success in races and time trials, despite only recently getting into them. "I came fifth out of my age group in the TT Nationals last year, with just a road bike and tri bars," she said. "Hopefully this year I'll get a faster time and a better position."

As the ride continued I was told more about the members and what they're doing in a bid to ease the tensions between cyclists and other

Aussies rule at the Vuelta



Orica-GreenEdge dominated the opening week of the Vuelta, with an impressive haul of three stage wins and a six-day stint in the red jersey

Words: Kenny Pryde

honours at the Vuelta a España skirmished, it was Orica-GreenEdge to whom the first week belonged. The Australian team, who finished second in the opening team time trial and won stage two, then won stages five and six and held the red jersey of race leadership for six days through Esteban Chaves, the 25-year-old Colombian rider.

s the contenders for overall

With 21-year-old first-year pro Caleb Ewan having claimed the sprint scalps of Peter Sagan and John Degenkolb in a perfectly timed, uphill sprint on stage five, sports director Neil Stephens had every right to be pleased. "Caleb had been left pretty much on his own up to then; everyone has jobs every day, but with Caleb it was a case of, 'Caleb, you look after yourself," he said.

"On the day he won, we thought we'd wait till late in the stage to really call

it. With 30k to go, we decided it was on and the whole team switched to being a sprint team. After five days of being left alone, it was like, 'OK, mate, you've got 30 kilometres to prove yourself,' and he stepped up.

"Daryl Impey was meant to lead him out, but he punctured with 3km to go, but the boys stayed calm and changed the plan; it was a really mature performance. Matty Hayman did an unbelievable job; he went from piloting Esteban around the bunch to lead-out man. It was the only stage that he had a chance in and he pulled it off. It was amazingly mature."

"The boys stayed calm and changed the plan. It was a mature performance"

At the start of the race, Stephens reckoned that one "maybe two" stage wins would be realistic for the team "and maybe Esteban in the top 10 on GC," so three stages and almost a week in the lead surely exceeds that.

"Actually, in the final week before the race, looking at the guys who were starting, I thought top 10 might be a pretty big ask," Stephens explained.

Chaves may have lost the race lead on Sunday's stage nine, after being dropped on the day's tough final climb, but the young Colombian, who is only competing in his third Grand Tour, is in fine form.

Besides, notes Stephens, "I'm still expecting one of the other guys on the team to be in for a stage win."

Orica-GreenEdge's Vuelta isn't over yet, even if the team's first week has surpassed expectations.

Favourites in flux

While Tom Dumoulin of Giant-Alpecin and Orica-GreenEdge's Esteban Chaves swapped stages and race leadership in the Vuelta, the form of the presumed pre-race favourites was still hard to assess after a week of racing.

Chris Froome (Team Sky), Movistar duo Nairo Quintana and Alejandro Valverde, and outsider Joaquim Rodríguez (Katusha) were all within striking distance of the red jersey, but none managed to strike. Worse, on stage nine, Valverde was caught in a crash and injured his shoulder.

Meanwhile, Peter Sagan (Tinkoff-Saxo), Dan Martin (Cannondale-Garmin), Tejay van Garderen (BMC) and the seriously injured Kris Boeckmans (Lotto-Soudal) were all out.

Movistar manager Eusebio Unzue

couldn't, or didn't want to, name his favourite. "It's impossible to tell, though they won't both finish on the podium in Madrid; at some point in the race one will have to sacrifice himself for the other," he said. "In terms of the time trial [on stage 17] deciding things, I think there's Froome who is above all the other favourites and the rest — Nairo, Alejandro and Rodríguez — are all about the same level."

Froome was still in the scrap for the title too. "I think from stage 10 and 11, that will be decisive," he said. "The Andorra stage [11] certainly stands out as the killer stage of the race, but the time trial on stage 17 — 38km and almost flat — that will make it a good balance between the pure climbers and the guys who can also do a strong time trial."



64

Riders competing in their debut Vuelta

12

Editions of the Vuelta that Joaquim Rodríguez has started 21

Age of stage winner Caleb Ewan, the race's third-youngest rider

4

Stages over 200km

6

Riders born in the 1990s to have won Vuelta stages



Gerrans crashes again

Orica-GreenEdge rider Simon Gerrans came to the Vuelta in search of end-of-season form. "Last year everything went right; this year, everything went wrong," said the Aussie, who crashed out of the Tour. On stage nine of the Vuelta, he fell and needed stitches to his face.

Nairo Quintana: confused by Froome

Movistar's co-leader Nairo Quintana admitted to being confused by arch rival Chris Froome's form. "We just don't know what to think. One minute he seems to be struggling on the climbs — like at Cumbre del Sol [stage nine]— then in the finale he attacked like a missile. Those shorter steep climbs don't suit me," he said.

Movistar trims down

Eusebio Unzue, general manager at Movistar, revealed that he was trying to reduce the team's size from 28 riders "to 25 or 26, it's not clear yet," he said, "though Benat Intxausti is leaving, as is lon Izaguirre."

Intxausti was rumoured to be Sky or Tinkoff-Saxo bound.

Results

Stage 4: Estepona > Vejer de la Frontera, 213.6km Winner: Alejandro Valverde (Movistar) The Spaniard took his ninth career Vuelta stage win on a fast uphill finish. Peter Sagan was second.

Stage 5: Rota > Alcalá de Guadaira, 167.3km

Winner: Caleb Ewan (Orica-GreenEdge) Grand Tour rookie timed it right to jump past John Degenkolb and Peter Sagan; his team-mate Esteban Chaves lost the race lead.

Stage 6: Córdoba > Sierra de Cazorla, 200.3km Winner: Esteban Chaves (Orica-GreenEdge) Chaves won Orica's third stage of the race to reclaim the race lead, passing breakaway remnant Steve Cummings with 2km to go.

Stage 7: Jódar > La Alpujarra, 191.1km

Winner: Bert-Jan Lindeman (LottoNL-Jumbo) The plucky Dutch stayer won from the breakaway as Chris Froome got dropped on the final climb.

Stage 8: Puebla de Don Fadrique > Murcia, 182.5km

Winner: Jasper Stuyven (Trek Factory Racing) Second-year Belgian pro Stuyven took his first pro win despite riding with a wrist injury picked up earlier on in this crash-affected stage.

Stage 9: Torrevieja > Cumbre del Sol. Benitachell, 168.3km Winner: Tom Dumoulin (Giant-Alpecin) Chris Froome produced a battling display on the steep, four-kilometre Alto de Puig Llorenca finishing climb, but was pipped for victory by race leader Dumoulin.

Stage 10: Valencia > Castellón, 146.6km Winner: Kristian Sbaragli (MTN-Qhubeka) Italian Sbaragli claimed MTN's second Grand Tour stage victory in 2015 on this short stage.

Overall classification after 10 stages: 1. Tom Dumoulin (Giant-Alpecin) 38:34.56; 2. J. Rodriguez (Katusha) +0:57; 3. E. Chaves (Orica-GreenEdge) +0.59; 4. N. Roche (Team Sky) +1.07; 5. F. Aru (Astana) +1.13; 6. A. Valverde (Movistar) +1.17; 7. N. Quintana (Movistar) +1.17; 8. C. Froome (Team Sky) +1.18; 9. R. Majka (Tinkoff-Saxo) +1.47; 10. D. Pozzovivo (Ag2r La Mondiale)

Draper narrowly wins in Wales

athan Draper (RST Racing Team) won the 2015 Junior Tour of Wales, the final round of the British Cycling Junior Road Series, by just two seconds at the end of the three-day, five-stage event.

The Isle of Man-based rider won stage two and held on to his lead throughout to win from Max Williamson (Bike Box Alan), while Joey Walker (RST Racing Team) was third.

But consistency was the key to the Road Series for Etienne Georgi (Giant CC-Halo Films), who secured the overall win after placing fifth in Wales to preserve his lead.

In-form Graham Briggs
(JLT-Condor) sprinted to
victory in the Out of the
Saddle Summer Road Race
— which was the first race in
South Yorkshire since police
reviewed whether road racing
could continue in the region.

Briggs took a narrow win from James Gullen (Velosure Starley Primal), while Thomas Traviss-Pollard (Polypipe CT) was third on the Braithwell course.

Team Wiggins were celebrating a one-two in the Victor Berlemont Road Race in Oxfordshire, where Daniel Patten took the win

by 33 seconds from teammate Michael Thompson at the end of the 168-kilometre race near Woodcote.

Ikon-Mazda's Julie Erskine won the Feew-side Women's Road Race on a tough 60-kilometre Knockburn circuit in Aberdeenshire, edging ahead of Ashleigh Fraser (Deeside Thistle CC) in a 10-rider sprint for the line.

Also in Scotland at Gifford near Edinburgh, Peter Nicholls (Leicester Fire and Rescue Service) was became British emergency services road race champion after soloing to victory by more than a minute ahead of Scottish Fire and Rescue duo Gary Davidson and Chris Smart.

In time trialling, Conrad Moss (Mid-Devon CC) broke his own course record for the S4/25 at Buckfastleigh in Devon when he won the Exeter Wheelers 25 with a time of 49.36 on Sunday.

The 40-year-old's previous mark was also beaten earlier in the morning by his junior team-mate Matt Langworthy, who ended second in the event with 50.23.

In North Yorkshire, Steve Irwin (North Lancs RC) boosted his British Best All-Rounder campaign with a win at the VTTA North 50 at Kirklevington. His time of 1:39.20 was 41 seconds better than fellow BBAR contender Richard Bideau, while reigning BBAR Adam Topham was nearly three minutes behind.



Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.

Time trials

Monday, August 31	
Essex Roads CC 25 (Blackmore, Essex):	
1. Richard Price (London Phoenix CC)	54.19
2. A. Leggett (Velovelocity)	56.15
3. A. Spurden (Andover Wheelers)	56.26
4. J. Sears (Velovelocity)	56.44
5. K. Baumber (Shaftesbury CC)	58.27
6. J. Long (Bishop's Stortford CC)	58.45
7. M. Brown (7 Oaks Tri Club)	59.39
8. C. Bodell (Essex Roads CC)	1:01.35
9. P. Bolton (Lee Valley Velo)	1:02.03
10. P. Tibbitts (Ford CC)	1:03.40
Women: Lisa Haines (Maldon and Dist CC)	1:04.22
Veterans: Andrew Leggett.	

Warwickshire):	
1. Richard Bussell	
(RST Sport-Aero Coach)	.19.36
2. M. Clinton (Mike Vaughan Cycles)	19.41
3. M. Bottrill (drag2zero.com)	19.45
4. E. Bradbury (NFTO Pro Cycling)	19.50
5. J. Boyman (Farnham RC)	20.01
6. B. Harwood (Terry Wright Cycles RC)	20.04
7. A. Jackson (Team Swift)	20.05
8. J. Williams (Revolutions Racing)	20.08
9. D. Evans (Team Elite-Paul Bethell Electrical)	. 20.10

National Men's 10-Mile Championship (Wolvey.

ay, August 30

North of Scotland 100-Mile Championship (Polnicol Hall, Ross-shire):

1. Callum Finlayson (Moray Firth CC)	3:57.39
2. P. Kelman (Deeside Thistle CC)	4:07.11
3. B. Nicholas (Moray Firth CC)	4:16.49
4. N. Crookston (Elgin CC)	4:20.48
5. A. Semple (Deeside Thistle CC)	4:23.04
6. M. Chisholm (Elgin CC)	4:45.51
7. Christine McLean (Shetland Wheelers)	4:52.53
8. A. Washington (Caithness CC)	4:57.33
9. M. Meldrum (Nevis Cycles RT)	4:59.13
10. E. Rattray (Elgin CC)	5:24.46
Women: Christine McLean.	
Votorono on otda Alacdair Wachington 11:0	1116

Exeter Wheelers 25 (S4/25, Buckfastleigh, Devon):

1. Conrad Moss (Mid-Devon CC)4	9.36
2. M. Langworthy (Mid-Devon CC)	0.23
3. M. Slater (Exe Velo CC)	51.05
=4. A. Perkins (Mid-Devon CC)	52.31
=4. L. Morgan (Mid-Devon CC)	52.31
6. N. Todd (Tavistock Wheelers)	52.43
7. G. MacDougall (Tavistock Wheelers)	52.59
8. C. Shakya (Exeter Wheelers)	3.38
9. L. Obornik (CS Dynamo)	64.23
10. R. Babbage (Revo Racing)	54.54
Women:	
1. Crystal Spearman (Nopinz)	58.10
2. E. Cockroft (Bikeshed UEx)	8.47
3. C. Hilton (N1 Triathlon Club)1:0	0.06
Juniors: Jack Salvidge (Exeter Wheelers)5	5.07
Veteran: Over-40s: Perkins and Morgan	52.31
Over-50s: Stuart Hall (D&S Fire and Rescue) 5	5.00
Over-60s: Chris Scawn	
(Plymouth Corinthian CC)	57.04
North Shropshire Wheelers 25	

(Prees, Shropshire):

1. David Williams (Fibrax-Wrexham RC	;)52.57
2. M. Davies (Paramount CRT)	53.02
3. A. Hughes (North Cheshire Clarion)	54.59
4. S. Hulme (Congleton CC)	55.19
5. D. Watts (RAF CA)	56.20
6. A. Connery (Liverpool Phoenix)	56.24
7. R. Kay (North Shropshire Wheelers)	56.25
8. G. Thompson (Anfield BC)	56.42
9. A. Jones (Vision Racing)	56.45
10. S. Aston (Fibrax-Wrexham RC)	56.47
Team: Fibrax-Wrexham RC	
(Williams, Aston, Paul Holt)	2:48.57
Women:	
1. Gina Riley (Team 22)	1:01.08
2. R. Holland (Chester RC)	1:01.56
3. H. McDonald (Liverpool Century RC)	1:02.06
Juniors: Sam Morris (Wrekinsport CC)	59.48
Veterans on standard: Jim Gresty	
(North Shropshire Wheelers) (59.15)	+14.51

Southdown Velo 25 (Walberton, Sussex):

1. Tom Pritchard (Hampshire RC)	53.09
2. N. O'Hara (3C Cyclexperience)	53.47
3. G. Parker (VC St Raphael)	53.47
4. S. Berogna (VC St Raphael)	54.28
5. P. Jones (Primera Sports)	54.28
6. M. Stafford (Portsmouth North End CC)	54.37
7. J. Samways (Bournemouth Jubilee Wh)	54.49
8. A. Stanton (VC St Raphael)	54.49
9. J. Mapley (Blazing Saddles)	55.09
10. A. Langdown (Hampshire RC)	55.44
Women: Lesley Walkling (VC St Raphael)	1:01.12
Juniors: James Brickell (Fareham Wheelers)	59.38
Veterans on standard: Greg Parker.	

Saturday, August 29 VTTA (North) 50 (Kirklevington, North Yorkshire):

1. Steve Irwin (North Lancs RC)	.1:39.29
2. R. Bideau (Pendle Forest CC)	1:40.10
3. A. Topham (High Wycombe CC)	1:42.25
4. P. Rowland (Ferryhill Wheelers)	1:45.59
5. J. Warrington (Tyneside Vagabonds CC).	1:47.32
6. R. Bickley (Border City Wheelers)	1:47.45
7. C. Isaats (Berwick Wheelers)	1:49.04
8. J. Wainman (Team Swift)	1:49.09
9. S. Ayres (VC Bradford)	1:49.13
10. P. Greenwood (Team Swift)	1:49.19
Women: Angela Hibbs (Team WattCycle)	1:53.43

Victoria CC 10.2 (Ugley, Essex):

1. Paul Hart (Southend Wheelers)	22.21
2. A. Stapleton (Chelmer CC)	22.35
3. K. Willis (Hertfordshire Wh)	23.15
4. J. Long (Bishop's Stortford CC)	23.26
5. K. Platts (Cambridge CC)	23.30
=6. T. Garlinge (East London Velo)	23.40
=6. R. Young (Team Vision RT)	23.40
Two-Up: James Long and Keith Dorling	
(Bishop's Stortford CC)	23.11
Three-Up: Chelmer CC (Duncan Gilber	rt, Stuart
Clarke, Antony Stapleton)	22.35
Veterans two-up: Adrian Trott and Ju	ılian King
(Welwyn Wh)	25.02

Bossard Wheelers Open 10 (Brogborough, Bedfordshire):

0 0 ,	
. Douglas Coleman (CC Luton)	19.41
. L. Clarke (TMG Horizon Cycling Team)	20.04
C. Whitwell (St Ives CC)	20.21
. M. Hodson (St Ives CC)	20.32
. I. Guilor (Mapperley CC)	20.45
J. Fox (CC Luton)	20.48
. G. Stevens (St Ives CC)	20.50
S. J. Hargrave (Fenland Road Club)	20.54
. S. Rew (High Wycombe CC)	21.08
O. R. May (Islington CC)	21.20
Veteran: Carl Whitwell (St Ives CC)	
unior Dyan Kanwarthy	

(LeisureLakesBikes.com)		21.29
Women: Gillian Reynolds ((Willesden CC))25.16

Addiscombe CC 10 (North Holmwood, Surrey):

1. Wouter Sybrandy (Sigma Sport)	19.58
2. K. Lea (Paceline RT)	
3. M. Perry (All Terrain Cycles)	
4. O. Bridgewood (Addiscombe CC)	21.21
5. J. Pontin (Addiscombe CC)	21.25
6. A. Pope (În Gear-Quickvit RT)	21.33
7. L. Russell (VC Elan)	
8. M. Newton (Elite Cycling)	21.57
9. A. Draper (34 Nomads)	22.00
10. T. Summerhayes (Kingston Wheelers)	22.16
Women:	
1. Delia Beddis (Les Filles RT)	24.41
2. J. Chasin (Kingston Wheelers)	24.57
3. K. Morris (Dulwich Paragon CC)	25.24
Veterans: Keith Lea	+6.09
Team: Addiscombe CC	
(Bridgewood, Pontin, Nunn)	1:05.52
,	

Reading CC 10 (Bentley, Hampshire):

1. Ricky Froud (Alton CC/Owens Cycles)	20.35
2. A. Langdown (Hampshire RC)	20.40
3. T. Lane (Blazing Saddles)	21.05
4. S. Ralston (London Dynamo)	21.07
5. M. Deen (Redmoon CC)	21.13
6. G. Nienaber (Farnham RC)	21.32
7. R. MacFadyen(Reading CC)	21.42
8.T. Childs (Westerley CC)	21.43
=9. A. Payne (Maidenhead & District CC)	21.46
=9. E. Allen (Redmon CC)	21.46
Women: Vicky Gill (drag2zero.com)	22.41
Tandem: Robert Allen & Paul Charman (Reading CC)	

Border City Wheelers 10 (Tebay, Cumbria):

1. Keith Murray (Strategic Lions)	20.38
2. S. Lewis (Border City Wheelers)	20.55
3. J. Morgan (Preston Wheelers)	21.01
4. D. Taylor (Bike Box Alan)	21.25
5. P. Thomas (Kent Valley RC)	21.26
6. J. Bateman (Pendle Forest CC)	21.38
7. R. Richardson (Teesdale CRC)	22.07
8. G. Plummer (Cleveleys RC)	22.19
9. H. Cain (Border City Wheelers)	22.23
10. A. Hitchmough (St Helens CRC)	22.24
Veterans:	
Over-40s: Jason Bateman.	

Over-40s: Jason Bateman. Over-50s: Russ Richardson.

Over-60s: Mike Westmorland (Border City Wh) 23.15 Women: Carol Westmorland (Border City Wh)26.13 Juniors: Will Kerry (Lancashire RC).....24.04

Sussex CA 10 (Loxwood, Surrey):

1. Carl Ferri (Cadence Performance)	22.54
2. S. Kane (Team ASL360)	23.17
3. D. Maxwell (Sussex Revolution VC)	23.54
4. C. Yates (East Grinstead CC)	24.01
5. A. Blacker (Norwood Paragon CC)	24.46
6. N. Malins (4T+ Velo Club)	24.53
7. R. Hughes (Worthing Excelsior CC)	25.64
8. J. Fry (Horsham CC)	25.57
9. M. Butler (Charlotteville CC)	25.58
10. G. Smith (Eastbourne Rovers CC)	26.22

Road racing

Sat-Mon, August 29-31

NFTO Junior Tour of Wales (Junior Road Series round 10):

Final overall: 1. Nathan Draper (RST Racing Team) 7:10.18; 2. M. Williamson (Bike Box Alan-Envelopemaster) +0.02; 3. J. Walker (RST) +0.08; 4. E. Hayter (VC Londres) +0.19; 5. E. Georgi (Giant CC-Halo Films) +0.20; 6. P. Kibble (Wales) +0.51. Stage one (7.55km TT): 1. Joey Walker (RST RT) 11.43; 2. R. Scott (VCUK PH MAS) 12.00; 3. N. Draper (RST RT) 12.05; 4. P. Kibble (Wales) 12.06; 5. E. Hayter (VC Londres) 12.12; 6. J. Fry (RST RT) 12.22. Stage two: 1. Nathan Draper (RST RT) 72km in 1:57.35; 2. A. Moses (HMT Academy) +0.11; 3. E. Hayter +0.19; 4. A. Stenson (Nicolas Roche PT) +0.25; 5. J. Walker +0.27; 6. J. Fry at st. Stage three: 1. Robert Scott (VCUK PH MAS) 33km in 49.19; 2. E. Georgi (Giant Cycling Club-Halo Films) at st; 3. M. Walls (Velocity Globalbike) +0.05; 4. 0.

stage times: 1. Robert Schot (Volk Pri MRS) 35811 in 49.19; 2. E. Georgi (Giant Cycling Club-Halo Films) at st; 3. M. Walls (Velocity Globalbike) +0.05; 4. O. Dudley (Manx Viking Wheelers CC) +0.06; 5. W. Bok (TWC Pijnenburg) +0.07; 6. S. de Louwere (TWC Pijnenburg) +0.22.

Stage four: 1. Adam Stenson (Nicolas Roche Performance Team) 86.6 km in 1:56.18; 2. C. Quarterman (Zappi's RT) +0.01; 3. H. Jones (Pedal Heaven RT) +0.02; 4. E. Hayter +0.05; 5. J. Holt (Wales); 6. S. de Louwere all same time.

Stage five: 1. Etienne Georgi (Giant CC-Halo Films) 88km in 2:13.03; 2. M. Williamson (Bike Box Alan-Envelopemaster) +0.05; 3. T. Chandler (Sherwood Pines); 4. J. Billyard (RP Racing Team) all st; 5. K. Baillie (HMT Academy) +0.28; 6. D. O'Mahony (Munster Academy) +0.30.

Sunday, August 30

Victor Berlemont Road Race (Woodcote, Oxfordshire):

1. Daniel Patten (Team Wiggins) 168km in 4:17.31; 2. M. Thompson (Team Wiggins); 3. M. Stedman (Pedal Heaven RT); 4. M. Webber (Pedal Heaven RT); 5. W. Sybrandy (Sigma Sport); 6. R. McCarthy (Pedal Heaven RT); 7. W. Goulbourne (Corley Cycles); 8. D. Carpenter (JIT-Condor); 9. J. Mulvey (Cambridge Uni CC); 10. D. Hewett (Adalta CC).

Out of the Saddle Summer Road Race (Braithwell, South Yorkshire):

E, 1, 2: 1. Graham Briggs (JLT-Condor) 130km in 3:06.00; 2. J. Gullen (Velosure Starley Primal); 3. T. Travis-Pollard (Polypipe CT): 4. J. Barrett (TeamModa-ANON); 5. D. Clarke (Giordana-Mitsibushi Electric RT); 6. G. Burt (Beeston CC); 7. P. Barusevicus (All Terrain Cycles); 8. R. Lamb (Beeston CC); 9. B. Rowe (Achieve Northside Skinnergate); 10. S. Wilson (Polypipe CT).

WyndyMilla Surrey League Road Race (Seale, Surrey):

2, 3: 1. Warren Jesse (Team Moore Fitness RC) 90km in 2:18.00; 2. M. Coyle (Brighton Mitre CC); 3. M. Lansley (RP Racing Team); 4. H. Veale (Cycleworks); 5. Jack Donaldson (Neon Velo); 6. G. Crow (Handsling Racing); 7. Dominic Clegg (Paceline RT); 8. R. Unwin (VC Meudon); 9. A. Moore (Team Moore Fitness RC); 10. D. Elan (Cadence Cycling Performance).

3rd cat: 1. Alex Richardson (Rapha CC) 80km in 2:02.00; 2. M. Cleaver (Blazing Saddles); 3. R. Whitehorn (Dulwich Paragon); 4. F. Phillips (Maison du Velo); 5. J. Pontin (Addisconbe CC); 6. R. Sibbe (London Dynamo); 7. J. Yarranton (Team Moore Fitness RC); 8. D. Corney (VC Meudon); 9. A. Russell (London Dynamo); 10.1. Tucker (Twickenham CC).

Saturday, August 29

Feew-side Women's Road Race (Knockburn, Aberdeenshire):

E, 1, 2, 3, 4: 1 Julie Erskine (IKON-Mazda) 60km in 1:31.21; 2. A. Fraser (Deeside Thistle CC); 3. E. McDermott (Team WattCycle); 4. N. Munro (Moray Firth CC); 5. J. Rourke (Edinburgh RC); 6. C. Martin (Team 22); 7. A. Tweedie (Deeside Thistle CC); 8. I. Kidd (Angus Bike Chain); 9. R. Crighton (Dundee Thistle RC); 10. A. Mair (Deeside Thistle CC) all same time.



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Hutch

Taking assistance from a moving vehicle is one area where the doc defers to his best friend Bernard

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was out on an easy late-season ride with my friend Bernard last week.

Naturally the conversation turned to the Vuelta, and to the week-one talking point, the disqualification of Vincenzo Nibali for holding onto a team car.

In case you've somehow missed the footage, it put me in mind of a series of water-skiing lessons I took a few years ago. If the Italian had arrived back in the bunch wearing a clown costume, big floppy shoes and a spinning bowtie, it would hardly have been less subtle. Never mind x-raying bikes for hidden motors after the stage, they ought to dust car door-pillars for riders' fingerprints.

"Ludicrous to kick him off the race," said Bernie. "He was only doing what everyone else does."

It was the reaction I expected from Bernard. I've long lost track of the vehicles I've seen him hang onto. On the very first club run we went on together, he attached himself like a limpet mine to a bin lorry, and vanished off up the road. When we caught up with him, several miles further on and sans lorry, he smelled so bad he was being followed by a flock of seagulls. He was still triumphant. In the years since, I've yet to see an incident that better sums up his personality.

"You're just as bad," he replied when I recalled the bin lorry incident. "What about that time in the whatever chipper road race it was that you were hanging onto my seatpin? I'd have made it back to the bunch if you hadn't done that."

"Only because I made you lose your grip on the back spoiler of that old Ford Escort XR3i. Otherwise known as the commissaire's car. Did you not think he was going to notice your big white knuckles in the rear-view mirror eventually?"

Dear Doc

Dear Doc, I was watching some highlights of this year's Tour de France, including the argument about whether Vincenzo Nibali attacked Chris Froome when Froome had a mechanical issue. I think that this sort of etiquette is something we need in amateur bike riding.

I used to hold the Strava KoM for a local climb, despite the fact that I punctured part way up and finished on a soft tyre. There should be a way to make this clear on Strava, so that other riders know it's poor form to attack you while you were suffering from a mechanical problem.

Johnny D, email

Johnny, congratulations. In a world full of dumb ideas, I believe you've finally come up with an idea so stupid no one will ever be able to top it. Or bottom it. Or whatever it is you'd do to it to make it worse.

Hanging tough

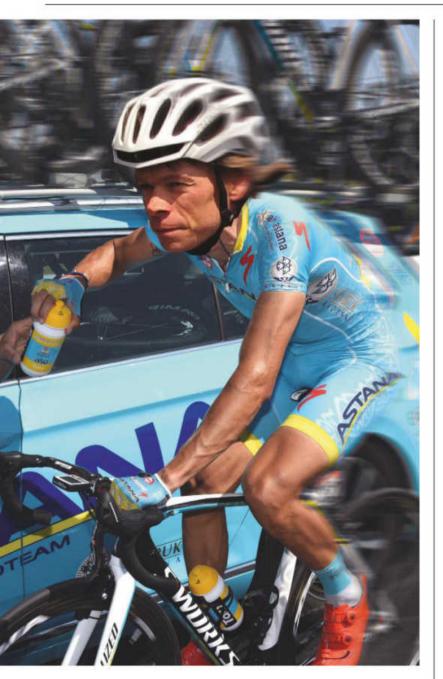
Hanging onto moving vehicles is one area where my friend is more talented than me. I've seen him hang onto scooters, combine harvesters, caravans ("It had a bloody handle on the back, what did you think I was going to do?") and even once, in a spirit of experimental inquiry, a fairground carousel. Maybe he was practising for his next Madison.

I, on the other hand, am terrible at it. It scares the hell out of me. I



can still remember the first time someone attempted to give me a sticky bottle. It was my first road race with a proper team. I went back to the team car to get a bottle, and when the team director hung onto the bidon grimly, I shouted, "What the hell are you doing? Let go you moron!" at him, and then fell off. I didn't even get the bottle. Incredibly, he thought the whole thing was my fault.

The big downside to Bernard's talent is that he's almost impossible to drop on a training



"Bernard clung like a limpet mine to a bin lorry and then vanished"

ride. He treats every such humiliation as an opportunity to act out his pro-racing fantasies. I'll nip off up a hill, settle into a rhythm over the top, and try to time trial away from him, only for him to come sailing past holding

onto the back of a farm trailer, or neatly tucked into the back bumper of a bus, with a team of cheering school children egging him on through the back window.

When, eventually, I in turn catch him, using nothing but honest muscle power, he treats me in exactly the same patronising manner I'd had planned for him.

Next time it happens, I'm going to disqualify him from our ride. We'll see how he likes it when he gets home first, only to be told it doesn't count.

GREAT INVENTIONS OF CYCLING

The Tour of Britain 1945

The truth is that all sorts of things have been 'the Tour of Britain' over the years. The first stage race of any description to be held in Britain was the Southern Grand Prix, which took place in Kent in 1944. During one stage near Lewisham, riders were subject to a V2 bombing raid happening around them. "I rode along in the bunch asking why the hell we weren't in an air raid shelter," recalled one rider. No one else seemed overly concerned, suggesting bike racers used to be even harder than they are now.

The Southern Grand Prix was organised by the rebel British League of Racing Cyclists, and was an important political success. For a follow-up, the BLRC decided to run a stage race from London to Glasgow in 1945, which was probably the first real Tour of Britain.

It too was counted a success. That, despite existing on the edge of chaos the whole way, including a stage that the riders decided to start for themselves, having become bored with standing on a start line waiting for the officials to get on with it.

Stage distances were often many, many miles longer than described, meaning some last-km attack artists found themselves on entirely unexpected solo epics. There was no accommodation arranged for riders at stage towns, meaning that later finishers not infrequently had to sleep in ditches or barns after the leaders had snapped up the available beds.

When you think about it, a similar policy today might just put a bit of spring in everyone's legs at a late-season stage race.



Condor Cycles

Chris Sidwells delves into the history of one of the oldest and most famous bike shops in the country

ondor Cycles is more than just a bike shop; it's a veritable church of British road and track cycling. Some of Britain's best riders have raced on Condor bikes, including Tom Simpson and Sir Bradley Wiggins. The shop has always supported racing by sponsoring individuals and professional teams, and has built an enviable brand through good design, customer service, and a little bit of rock star glamour.

Founded in 1948 by Monty Young, the shop has nearly always been on Gray's individuals and professional teams, and

Inn Road, Holborn, deep in the heart of London. Along with its reputation of London. Along with its reputation this location brings it some famous

customers, including Mick Jagger and Eric Clapton, who at the last count had bought eight bikes from Condor.

Rock star associations rarely do a brand any harm, but Condor's name has been earned the hard way. The Condor-Makeson team of the 1960s was one of the best in the UK, and team members Colin Lewis, Derek Green and Hugh Porter rode Condor bikes in the Tour de France when the race briefly returned to national teams in 1967 and 1968. Porter also won his first of four world professional pursuit titles on a Condor in Rome in 1968.

Bikes of champions

The steel bikes the Condor riders raced on back then, and other top Condor models, were made by a frame-building genius called Bill Hurlow, whose trademark was cutting fancy but very precise patterns in the fine steel lugs that were used to join steel frame tubes. Condor has never shied away from experimenting, as it did with the

Montileggero in the 1970s, which had slotted chainstays to reduce weight.

After Condor-Makeson, the business still kept sponsoring, either through the Anglia Sport Condor club, a pro team sponsored by London builder Percy Bilton, or in one-off deals — deals like the one struck by Linda Wiggins who visited the shop and asked Grant Young, Monty's son who runs the business today, if he would sponsor her son. He did, and many years later Sir Bradley obviously hadn't forgotten his first sponsorship deal as he attended Monty Young's 80th birthday party.

In 2006 Condor returned to pro team sponsorship as Rapha-Condor, and the second era began, with riders like Ed Clancy, Kristian House and Dean Downing winning national titles on Condor bikes. The story continues today with the JLT-Condor team of young riders managed by John Herety, who raced on a Condor bike during the 1980s as part of the Percy Bilton team.



Porn.





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